THE INVASION OF EARTH

UFO & Extraterrestrial Contact

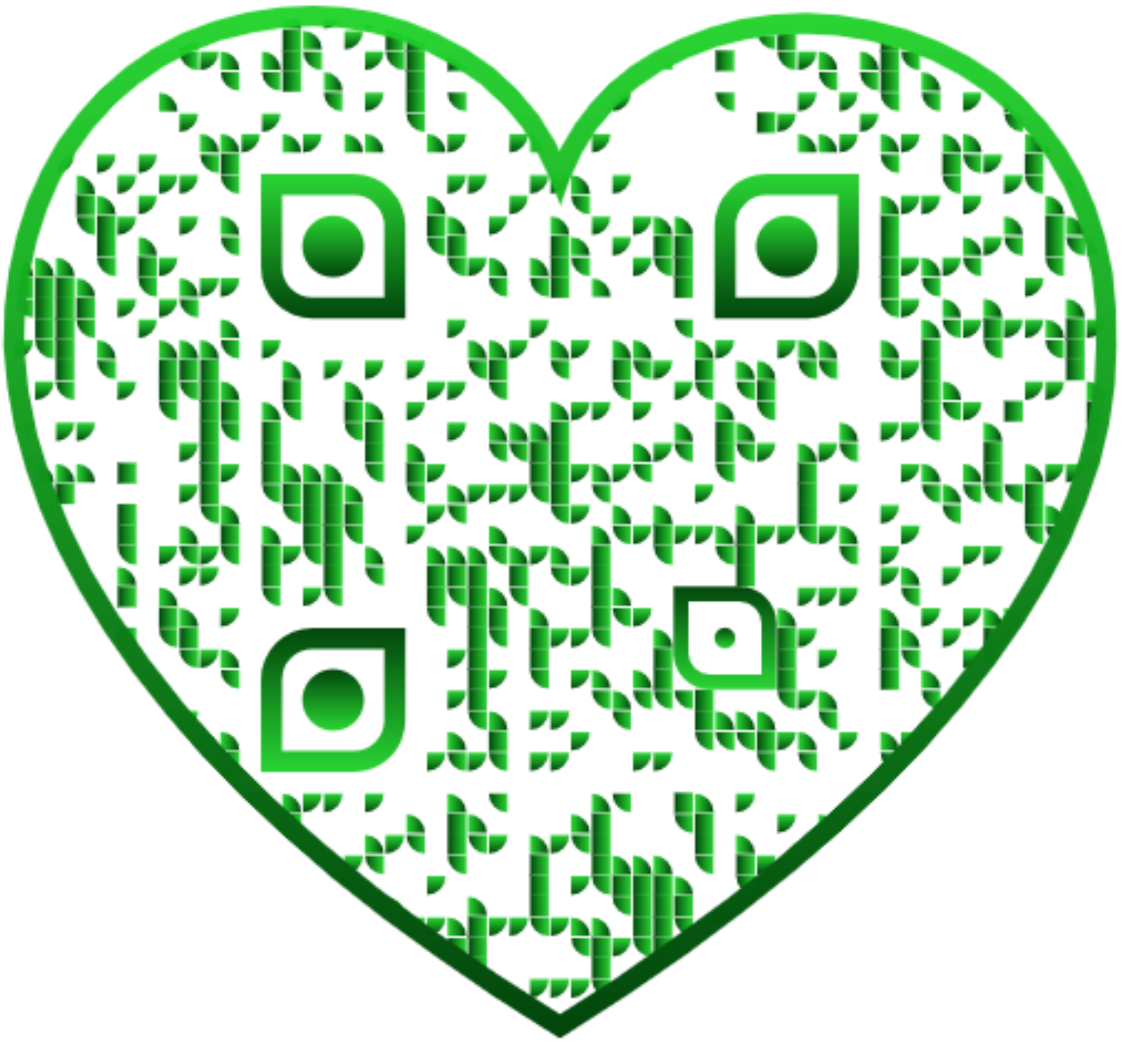
Unidentified Aerial Phenomena (UAP)

Abridged Version

"The Disc retrieved has not been built by any country on earth. The materials used in its construction are completely unknown to all experts"
(Norwegian Government)

"The 200 meter disc was beyond the human made technology of earth" (Russian General)

JOHN SCOTT CHACE



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Edition 2 – Abridged Version

Updated January 1, 2021

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UFOs in European AirSpace
Motherships
Project Blue Book: Top Secret UFO Files (Editions 1 & 2)
Presidents, Congress and UFOs (Declassified)

DEDICATION

It is with honor, I dedicate this book and its contents to the following:

God Almighty, my heavenly Father and Jesus Christ for everything. Whom I believe created the Angels of heaven, people on earth and the people of different worlds according to his will.

My wife Kristin, children and grandchildren.

My father Colonel Alston Rigby Chace, Chaplain (Col. U.S.A.F.), Vietnam Veteran and his brother Colonel Frank Clinton Chace Jr. (Col. USMC), Vietnam Veteran. My mother and all my Aunts and Uncles. My sister Carey and brother James, all my cousins and their spouses.

To all my business associates in the Insurance Industry who have had UFO experiences or want to know more about this phenomenon.

To all the residents, police, physicians, politicians, teachers, students, governors, mayors and military officers who came forward, to tell the truth about the UFO reality. For having courage in the face of skeptics who have never seen a UFO.

To you, the citizens around the Globe, that want to know the truth that we are not alone in this Universe.

To all my high school and work friends
keep your eyes on the skies because they are here!

John S Chace

In loving Memory of Col. Chaplain Alston R. Chace, USAF

Chaplain Chace was the Chief of Chaplains for the U.S. Air Force in Europe at Ramstein in the 1980's, a Cadet Chaplain at the Air Force Academy in the 1960's and Vietnam Veteran. He was known to visit UFO Interceptor Pilots along the flight line at several bases in Europe to conduct his Chaplain duties.

My father and I spoke on many occasions about UFOs and what it meant to be a Christian, a Military man with this new phenomenon. He was a man of truth and honor and was given the honor to speak at Normandy in the 1980's on two occasions.

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UFO Magazines

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Important Websites for Researchers

Project 1947| hosted by Jan Aldrich – go to: http://www.project1947.com
NICAP.org | hosted by Francis L Ridge – go to: http://www.nicap.org/index.htm
Water UFO | hosted by Carl Feindt - go to: https://www.waterufo.net
NARCAP.org | hosted by Dr. Richard Haines | http://www.narcap.org/index.html
Sirius Disclosure | hosted by Dr. Stephen Greer | http://siriusdisclosure.com
The Citizens Hearing | hosted by Stephen Bassett | http://www.citizenhearing.org
NUFORC |hosted by Peter Davenport | http://www.nuforc.org

Military / Blue Book files

National Archives: https://www.archives.gov/research/military/air-force/ufos.html
(for National Archives -input the word UFO, and materials will appear as links)
Fold3.com: https://www.fold3.com/
The Black Vault: http://www.theblackvault.com/documentarchive/project-blue-book/

Introduction and my first UFO

Growing up in a military family and UFOs

As I look back over my life, I now know that my interest in UFOs / UAPs, and extraterrestrials began when I was seven years old. My father was an Air Force Chaplain who eventually became Colonel and the Chief of Chaplains of the Air Force for Eastern Europe. During his incredible career;

1. he met with UFO Interceptor Pilots along the flight lines in the 1960s;
2. was at one of the tests for advanced laser beams weapons systems;
3. was allowed to tour the B2 bomber before it became public; and
4. once flew into S-4, (south of Area 51) where the military and scientist retro engineered Anti-gravity drives from recovered Alien Spacecraft.

Being an Air Force brat, we lived all over Scotland, England, and the United States. Growing up on military bases, I became fascinated with Air Force jets and bombers. Little did I know many of these Air Force bases (that I called home) were experiencing regular nightly intrusions of UFOs.

1. Langley Air Force Base, Hampton, Virginia (1963-1964),
2. Mildenhall Royal Air Force Base, Suffolk, England (1964),
3. Lakenheath / Bentwaters Royal Air Force Base, Suffolk, England (1966/67).

My early interest in UFOs / UAPs is tied to my father's career and where we lived. For instance, we now know;

On July 24, 1964, tower operators spotted four UFOs with binoculars over Langley. Eventually, the sighting became six UFOs /

UAPs in all, with four in the lead and two following. In the Air Force records, the official position was "possible missile" activity at Wallops Island.

In 1966, there are four recorded UFO sightings within an hour and a half drive time of Lakenheath at Winslow, Cambridge, Berkshire, and London, UK.

1. On January 7, a domed disc was hovering low over a field at Winslow.
2. On April 28, two men saw two spherical objects at Cambridge.
3. On June 17, two nuclear scientists reported a 60-foot-conical-shaped UFO at Abington.
4. On August 15, a couple reported glowing discs entering a mothership at Wood Green, London.

During 1967, the year we would be moving back to the United States, England experienced many more UFO cases in Berkshire, Devon, Sussex, Putney, Manchester, Staffordshire, Cheshire, Lancashire, Avon, Middlesex, Hampshire, Southampton, Fordingbridge, Ramsgate Harbor, and Werrington. When we arrived in the states, UFO sightings were in every state. When we came back stateside, my father was appointed one of the Cadet Chaplains at the U.S. Air Force Academy in Colorado, Springs. My story continues to develop over time.

The secrecy of UFOs, UAPs in the U.S. AirSpace

UFOs / UAPs (Unidentified Flying Objects, Unidentified Aerial Phenomena, or Extraterrestrial Vehicles) have been a matter of secrecy since the Roosevelt Administration.

The subject matter of UFOs / UAPs, became “Top-Secret” as the result of the National Security Act in 1953.

For thousands of years, these spaceships with their pilots have been exploring the Earth. According to military experts, the number of advanced civilizations in the Universe we know of today appears to be over 40 different species. We do not know the exact number of species visiting Earth results from compartmentalization tactics used by the military to contain facts.

We now have proof that these Alien visitors have engaged in aerial combat with our jets, while other Aliens have made friendly attempts at meeting humans. This proof comes from former government leadership (Congress), military personnel (military officers), and scientists who are now coming forward to tell their stories.

Though the Pentagon has released UFO / UAP film while our Jets are engaged in flight, it is apparent the American people remain in the dark as the government continues to keep many old and new cases classified above top-secret.

Because of this high security level on UFOs / UAPs, researchers have had to rely on empirical evidence from civilian stories (in newspapers), declassified military, private, and government documents, and eyewitness testimony. Gathering sworn statements, deathbed confessions, radar tracking recordings, photographs, movie films has given researchers a chest of evidence.

All that interests me is the truth; these ships are real, under intelligent control, and can outmaneuver the best equipment we have in our weapons arsenals.

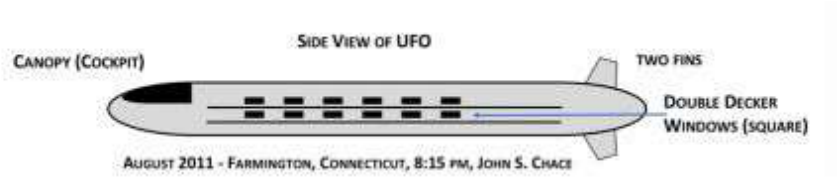
My first UFO sighting

My story begins in 2011 in Farmington Connecticut, where I witnessed my first UFO. It was the end of summer, around 8:15 pm when I heard a loud band playing near our pond. I stepped out my back door to see what the commotion was all about. For some odd reason, I chose to turn around to look back over the roof line of my home, and there it was – my first UFO!

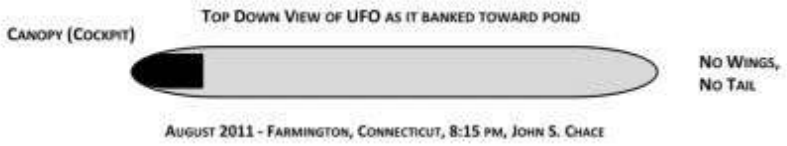
At first, I thought I was looking at a silverish-white plane with two black stripes. However, as I watched, I got this weird sensation that it

was not a common airplane. The first thing I noticed was no sound coming from the object. The second thing was, it was not flying straight, it was gliding along in a up and down motion - almost like a roller coaster.

The UFO was "gliding" between my home and the neighbor across the street. It then suddenly banked over my next-door neighbor's home. The craft was no more than 500 to 1,000 feet off the ground. It banked quietly at a 90-degree angle heading toward our pond.



When the UFO banked, it flipped over sideways showing me the canopy from a top-down position. That was when I became confused and "shocked" as airship had no tail section, no wings and no engine.


TOP DOWN VIEW OF UFO AS IT BANKED TOWARD POND
CANOPY (COCKPIT)
NO WINGS,
NO TAIL
AUGUST 2011 - FARMINGTON, CONNECTICUT, 8:15 PM, JOHN S. CHACE

The craft's canopy and windows were black. This fact stumped me, in all my years on Air Force Bases and at airports, I have never seen "black windows or canopies". Black windows were something new for me to contemplate.

Then the ship right sided itself back to a side view position and I noticed the two distinct black lines running down the side of the fuselage toward its end.

At the end of the white aircraft, there were two distinct "fins" – like you would see on the dorsal fin of a shark. The two fins gave off a small streak of a whitish trail as the craft banked on to its left side and then "right-sided" itself.

The UFO then headed for a cloud bank and disappeared. I ran inside the house to get my camera and when I came out it was gone. It was disappointed and frustrated. I looked and could not find it

anywhere in the sky. I couldn't believe my eyes. How can a plane, fly so beautifully through the air with no engines, wings or tail section?

It was then a few days later, I had another sighting. For the next two years, I had over 100 sightings and kept a log. Excluding planes, helicopters, balloons, birds, bats and stars, these UFO sightings, led me to the conclusion that I must know more about these strange visitors.

Being an Air Force Brat, I assumed I knew most of our jets and bombers, but this was no plane, and it was not military. It had “no markings” what so ever on its top or side of the fuselage – no names, no numbers, no lights. It was bizarre!

Why the book on UFOs?

Why write a book on the sightings of UFOs? For me, it was the ability to study the early history of this aerial phenomena. After seeing a UFO for myself beginning in 2011, I wondered why I had never been taught about this reality in church or school. Up until this time, I believed discussions of UFOs or flying saucers were someone's imagination for science fiction movies.

Little did I know that this subject matter would impact my view of the world. At first, I admit, I trembled with both intrigue and fear, not knowing what to make of these flying machines. As I got used to them, I needed to know how long UFOs have been in our skies in Connecticut, the rest of the country, and the world.

This book represents only one part of the historical timeline for UFO, UAP sightings in the U.S. from 1945 to the present. For me, it's been a long journey from witness to the researcher on the subject material. Pouring through declassified documents and newspaper articles and discussing with other workmates, I have learned much about these machines and their occupants.

Though you may have had an experience similar to mine, I will assure you, the more you know, the better it will be to understand these visitors. The best preparation for any harsh reality is to be

prepared and understand these flying objects exist and the reasons they are here.

Though we may not be privy to many of the other reasons for their visits, the reality is these many Alien visitors:

1. are here;
2. have been here for a long time; and
3. are observing us.

The questions we want to be answered.

It's taken five years of research to organize and consolidate thousands of declassified documents, newspaper articles, and a few interviews in an easy to understand format. You will learn:

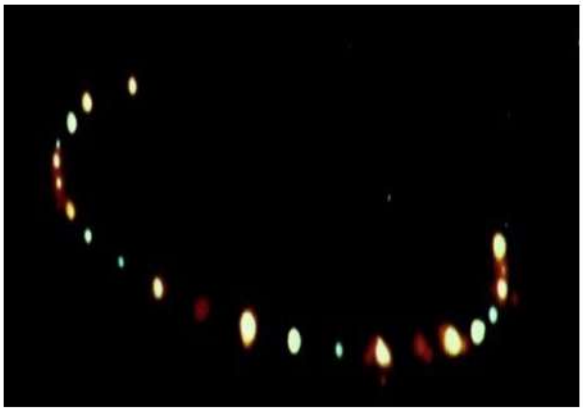
1. why this phenomenon became a matter of National Security;
2. why your government officials supported the 1953 debunking protocols;
3. which military departments wanted you to know the truth;
4. which congressmen and Presidents knew the truth and withheld it from you;
5. UFOs and their pilots have engaged military pilots, civilian pilots, law enforcement, and astronauts in the air and on the ground;
6. why some religious groups will embrace its reality to prepare the people;
7. how you can learn to accept this newly discovered fact.

Chapter 1: Why Alien Ships visit Earth and what we were not told

“We are going to keep this thing secret at any cost” … “All these six discs were small craft; 32, 72 or 99 feet in diameter. In all of them were found bodies of members of their crews. They were 'little men' and ranged in height from 32 to 46 Inches. They were dead in all cases, killed in the disasters.

GIANT DISCS - OVER TOWNS 1980's

UFO EAST GERMANY 1983



UFO WATERBURY CT, USA 1987

When I first witnessed several UFOs / UAPs in the Connecticut skies, I was fascinated and stunned.

After I got past the shock of seeing these unusual spaceships, I wondered why these Aliens were here and where they come from.

Yet without back and forth communication between aliens and humans, we cannot determine what star system and planets they originate.

Reviewing the UFO reports from countries worldwide, we can deduce specific circumstances when they show up and what they are attempting to do.

Excluding human abductions, the following list provides a few of these reasons for their visitation. The pilot and crews of UFOs / UAPs are:

1. on a reconnaissance mission to monitor emission levels at nuclear, atomic, or other industrial plants;
2. on a reconnaissance mission to monitor the stockpiles of nuclear/atomic weapons at a nearby military base.
3. curious about the latest design of planes flying over Europe and Asia, including any nuclear weapons aboard;
4. curious about firework displays during the summer months and observe large gatherings of people. The occupants study how we react and what we do;
5. traveling over your location on the way to another mission. You just happen to see the craft on its way to its new assignment.

There are many additional reasons for UFOs / UAPs to stop over your home and neighborhood. The list of these reasons is longer than the topics that label each chapter of this book. However, we will explore a few of the primary reasons in this chapter.

Terms used in this book:

UFO means **"Unidentified Flying Objects".** The term was used as early as the 1940's to label any object in the sky that was not identified. This term

could be used for "flying saucers", potential balloons, potential aircraft,

potential meteors, potential planets, etc.

UAP means **"Unidentified Aerial Phenomena".** Though the term UAP was used for several decades for flying saucers and alien UFOs, it is now being recognized as the new reference by governments around the world for

UFOs.

What we were not told about UFOs – Dr. Fontes

In this first chapter, we discover the truth about UFOs from Dr. Olavo T. Fontes. Fontes was a researcher for the Aerial Phenomena

Research Organization (APRO) in the 1950s and 1960s. Olavo was a brilliant individual in that his research was thorough, he spoke several languages, and he worked for the well-respected research organization "APRO." Today APRO is known as MUFON.

Fontes research is invaluable to today's researchers. His connections in South America and the United States earned him instant recognition with the researcher of yesteryear and today.

The research papers of Loren E. Gross revealed the following letter (notes) by Dr. Olavo T. Fontes.

Fontes prepared the letter regarding information shared with him by the Intelligence Officers from the Brazilian Navy. The following information about UFOs, is placed below, with a few grammatical changes for improvement of content.

The original letter has been segmented into several parts for purposes of clarity.

February 14, 1958, The famous Fontes letter, 6:30 pm

World leaders know UFOs are real

As we will learn in this book, every government on earth knows the truth about UFOs. This phenomenon is no fantasy, it is real, and we have UFO Disclosure statements from generals to soldiers as well as deathbed confessions. We live at a time when we can finally learn the truth about Extraterrestrials in our atmosphere.

- ***Dr. Fontes shares***: "They told me that all governments and military authorities throughout the world know that flying saucers exist and that they are craft from another planet. They have absolute proof of both things." [i]

UFOs crash

UFOs have crashed and been recovered by the militaries of the World to study their construction and propulsion.

- ***Dr. Fontes shares*:** “As a matter of fact, six flying discs already crashed on this earth and were captured and taken apart by military forces and scientists of the countries involved--under the most rigid and ruthless security restrictions to keep the matter secret. One of those discs crashed in the Sahara Desert but was much destroyed to be of some use.”

  “Three others crashed in the United States, two of them in very good condition. The fifth crashed somewhere in the British Islands, and the last one came down at one of the Scandinavian countries; these two were almost undamaged too.”

  “All these six discs were small craft; 32, 72 or 99 feet in diameter. In all of them were found bodies of members of their crews. They were 'little men' and ranged in height from 32 to 46 inches. They were dead in all cases, killed in the disasters. The examination of the bodies showed they were 'humanoid' --but not from this planet. In some cases, the cause of the crash was determined with accuracy; it was not apparent in the other." [ii]

UFO construction

- ***Dr. Fontes shares***: “All ships had the general shape of a saucer with a cabin on top. All of them were of a very light metal which was assembled in segments that fitted in deep grooves and were pulled together around the base. There was no sign of this on the outer surface of the ships. Some of the ships had portholes made of an unknown type of glass; many kinds of unknown materials were found inside the ships.” [iii]

UFO propulsion – How it works

- ***Dr. Fontes shares***: “Examination of Instruments and devices found aboard these discs showed that an extremely powerful electromagnetic field propels them. Evidence shows it is a rotating and oscillating high voltage electromagnetic field.”

“Such a kind of field produces a gravity effect yet not understood. All ships were carefully dismantled and studied. Unfortunately, the more important problem was not solved; how these fields were produced and what was the source of the tremendous amount of electric energy released through these fields. No clues were found in any of the discs examined.”

“They got the power from nowhere. There is, on the other hand, evidence that large UFOs use some atomic engines as the power source. This suggests that they were able to transmit electric power through radio beams as we now send it through wires.”

“Some of the devices found inside the small discs could well serve to receive and to concentrate the electric power. If this is right, a nuclear power-plant operated on a ship of a satellite of large dimensions, placed outside our atmosphere, could feed electric power to a whole fleet of smaller craft operating inside our atmosphere. None of these UFOs of greater size was captured till now.”

“Our Scientists could build a ship propelled by a similar rotating, oscillating electromagnetic field if they knew some method to change the energy released into a nuclear-reactor directly into electric power. The problem is not solved yet.” [iv]

(Note: we will discuss the Antigravity Propulsion drive in a later chapter as described by Bob Lazar who worked at S-4, Area 51, New Mexico)

Extraterrestrials protect themselves from man

Humans, when confronted with danger, go into a "flight" or "fight" response. UFO pilots are no different, they either chose to leave an encounter with human made airplanes or they fight back when cornered.

- ***Dr. Fontes shares***: “These visitors from outer space are dangerous when apprehended and hostile when attacked. We have already lost many planes attempting to shoot down one of them.”

(Note: we will discuss the lives lost during military encounters in a later chapter as described by witnesses to the events)

Fontes: “We have no defense against them till now. They outperform easily any of our fighters, which have no chance against them. Guided missiles are also useless; they can fly still faster than any of them and can even maneuver around them as if they were toys, or they can interfere with their electric instruments and make them useless soon after launched; or if they like, they can explode them before they reach their proximities.”

“They have produced the crash of military planes (propeller or jet type) and airliners by stalling their engines through interference with their electrical systems (we don't know yet if this is a side effect of their powerful magnetic field or the result of some weapon --possibly: high-frequency beam of some sort)."

“They also have a destructive long-range weapon which has been used mercilessly against our jet fighters. In one case, for example, a U.S. Navy Interceptor with a crew of two scrambled to go after a UFO. Their mission was, as usual, to make it land or shoot it down---if necessary. They used their guns. The answer was immediate and terrifying, instantly all metallic parts of their plane was disintegrated, disrupted into thousands of fragments, and they found themselves suddenly seated in the air (non-metallic pieces or objects were not affected by the phenomenon); one of them was killed, but the other lived to tell the story.”

"We have evidence that this tremendous weapon is an ultrasonic beam of some sort, which disrupts the molecular cohesion of any metallic structure. They have means to paralyze our radar systems too, to interfere with our radio and television apparatus, and to short-circuit our electric power-plants." [v]

Surveillance or Reconnaissance and Invasion?
Which is it?

The real mission of these visitors appears to be surveillance of the entire human population of earth. Whether we have photographs, videos, movie film, radar evidence and eyewitness testimonials they want to understand the men, women, and children of this planet.

- ***Dr. Fontes shares***: "They have not shown, until now, any interest in contacting us. They are preparing a planet-wide huge military operation to interfere against us. We do not know what kind of operation this will be. There are, however, three possibilities:

- "total war followed by mass-landings, to destroy our power, slave the remnant or our people and colonize the planet";

- "police action to stop our plans for the conquest of space, and to avoid our dangerous progress in the field of atomic weapons. This would involve mass landings at strategic points with occupation by forces of limited areas of vital interest for their purposes";

- "friendly interference (followed by military intimidation) to make us agree with their plans for us -- whatever they may be --avoiding open war or any other kind of direct interference; patrolling and eventual police-action only outside our atmosphere".[vi]

World Governments share information on UFOs they keep it classified

The expression "many heads are better than one" certainly apply in the case of figuring out what the population of earth is confronting. We now have proof countries around the world share information between themselves to discuss the phenomenon and how to handle the matter.

- ***Dr. Fontes shares***: "All military authorities and governments through the world are informed about the situation. There is an exchange of information through intelligence services, and top-secret military conferences are held periodically to discuss new developments on the subject."

"The Brazilian Navy, for example, receives monthly classified reports from the U.S. Navy and we send back to them any information available here."

"A similar contact exists among our Army and Air Force and several (similar) military organizations in other countries."

"Here in Brazil only the persons who work in the problem know the real situation: Intelligence officers in the Army, Navy and Air Force; some high-rank officers in the High Command; the National Security Council and a few scientists whose activities are connected with it; and a few members of certain civilian organizations researching military projects."

"All information about the UFO-subject from the military is not only classified or reserved for official uses, but it is also top secret."

“Civilian authorities and military officers, in general, are not entitled to know. Even our President is not informed of the whole truth.”

“Military authorities through the world agree that the people are not entitled to know anything about the problem. Some military groups believe that such knowledge would be a tremendous shock -- enough to paralyze the life in our countries for many years in the future.”

“On the other side, they believe that flying saucer reconnaissance (as it is now) might last another ten years --the people could not be controlled for so long a time, and the danger of uncontrolled panic would be high.” [vii]

World Military Forces refrain from taking action against UFOs

As a result of the UFOs technological advances over earth military jets and weaponry, governments around the world had to make a change in the way they thought about these visitors. Rather than attacking their spacecraft, we had to learn to approach them non-violently and escort their ships away from the populace.

- ***Dr. Fontes shares***: “Besides, the probability of UFO-hostile interference is estimated at 50%; there is yet a 10% probability that their hostility is only a consequence of our attacks against their ships. Because of this possibility, we are attempting to make them aware that we would like to make peaceful contact.”

Note: In the 1960s Dr. Werner Von Braun (German / American scientist and Chief of NASA) discussed the fact the United States and other countries were trying to establish a peaceful contact with these visitors.

Fontes: “So, the order now is to avoid further attack against their craft. This policy has generally been adopted, except for some countries which still have fools in their Air Forces – who think

otherwise. We do not know if UFOs will react to these measures recently put out under operation. We hope they will." [viii]

Global censorship of UFOs Today

Many of the governments around the world continue to censor the information on UFOs. The most secretive to date continues to be the: United States; Britain; Russia; Germany and China. We find the smaller world governments becoming more concerned with the safety of the populace and have desired to educate humanity. We applaud them on this venture and hope the superpowers come around to seeing this in the best interested of man.

- ***Dr. Fontes shares***: “To conceal the truth from the public, a carefully planned censorship has been in operation for several years. The policy to debunk the whole saucer subject is the better weapon we are using for this purpose. Ridicule is an efficient tool against most people who attempt to inform the public, but other measures are sometimes necessary. Chiefly against persons who possess evidence that, if published, would open the eyes of the public.”

“In some countries force has been used to silence some of them. When this is not possible, all tricks had been used; to make their evidence useless.”

“In a few cases, unfortunately, violence had to be used; we regret this, but we have no choice.”

“We are going to keep this thing secret at any cost. We are not interested in the so-called 'inalienable rights' of the people. Right or wrong, we --the military --are going to do our job, and no one is going to stop us." [ix]

Note: It has been shared by adult witnesses, that during 1947 when the first recorded flying Disc was recovered near Roswell, New Mexico, a select number of U.S. Army Air

Force personnel threatened local citizens with harm should they acknowledge the truth of the alien invaders.

Conclusion to Chapter 1

As we just learned in the above letter and notes of Dr. Fontes, the world governments know UFOs exist and that each country work behind the scenes to educate one another on the capabilities of the visitors from other worlds. This letter sets the stage for the entire book as we learn which countries know about UFOs and those territories where invasion has taken place.

Chapter 2: Global leaders know about Unidentified Aerial Phenomena

“The saucers appear to be some revolutionary aircraft”

PRESIDENTS THAT WITNESSED UFOS OR ALLOWED TO SEE ALIEN BODIES

PRESIDENT KENNEDY | PRESIDENT NIXON | PRESIDENT CARTER | PRESIDENT REAGAN

WORLD LEADERS THAT DISCUSSED UFOS AS POSSIBILITIES

PRESIDENT TRUMAN
UNITED STATES

SIR WINSTON CHURCHILL
PRIME MINISTER
UNITED KINGDOM

MIKHAIL GORBACHEV
GENERAL SECRETARY
SOVIET UNION

From recent research, it is evident citizens of Europe, Asia and South America are better educated on the subject of UFOs than the citizens of the United States. Though recent statistics reveal over 50% of the U.S. population know UFOs exist, the numbers are much higher in Europe. Some reports suggest in the U.K., up to 80% of the population believe or have seen a UFO. In South America, UFOs have become a daily routine. In some cases, we learn that extraterrestrial contact with humans can be either friendly or harmful.

Our question is: “which alien species are friendly and which alien species are harmful. The populations of the world have the right to know.”

If the governments around the world continue to keep this information to themselves, then they are not representing the interests of the global population. Controlling the populace is the central reason for the worldwide "National Security" censorship on this phenomenon.

In "UFOs IN U.S. AIRSPACE," we discuss the many reasons why top officials of the United States and other countries have ordered the censorship of such information.

In the United States, military men and women breaking the 50-year UFO non-disclosure agreement end up facing prison time, pay a fine of $10,000 in penalties and loss of pensions. This chapter focuses on government and military leadership around the world that have acknowledged the UFO reality as well as ordered to keep the information confidential.

Government Agencies deny records on UFOs / UAPs

In the United States, several research groups attempted to obtain UFO case material from government agencies. When researchers questioned these government agencies, they got the run-around. Though many bluebook records are declassified, several agencies claim they had no part in tracking the phenomenon. Today we know, these statements are false. In most cases, some government agencies led the researchers astray for reasons of National Security. As such, these agencies remain the guardians of the most sensational UFO cases. These UFO cases are classified “Top Secret”.

The National Security Agency: The National Security Agency (NSA) of the United States has continually denied any association with UFO activity. However, evidence gained from researchers prove otherwise. Roy Banner, Chief, Policy Staff, National Security Agency, wrote a letter to attorney, Peter Gersten, stating seven about the

eighteen (18) UFO reports the CIA had in its possession were returned to NSA. In quotes:

> **“We cannot provide you access to, or release a copy of, the information because it is classified and therefore exempt from access or release according to Title 5 USC552 (b) (r)...”** [x]

Despite not knowing the contents of the NSA UFO case files, we do know some of the trivial reports collected by the agency are on their website. One such case was a UFO sighting in 1966.

December 10, 1966 AirGram from Luanda: An AirGram to Department of State from Luanda about Transportes Aereos Portuguese describes a UFO flying alongside a passenger plane on December 7, 1966, for 20 minutes.

The UFOs / UAPs were glowing orange, executed swift dives and climbs while accompanying the plane. [xi]

The Central Intelligence Agency: In the United States the Central Intelligence Agency (CIA), has always played a serious role in assisting U.S. Presidents hide the UFO / UAP reality. The most well-known period for secrecy occurred during the Truman Administration. This cover-up is known to have continued through the Reagan administration when (CIA) agents confiscated all data from the FAA, concerning the UFO mothership and Japan Airlines (JAL) flight 1628 Jumbo jet over Alaska in 1986.

As a result of several well-known UFO cases being covered-up, attorney Henry Rothblatt (former counselor for several of the "Watergate" burglars) and Peter Gersten sued the Central Intelligence Agency in 1981 on behalf of Harvey Brody, an executive of Ground Saucer Watch, Inc. (GSW) of Phoenix, Arizona.

“The basis of the suit claimed when the Robertson Panel report was released, it was released in an incomplete form and minus certain essential details. GSW-- attempted to use the provisions of the Freedom of Information Act to force the C.I.A. to reveal its entire records on UFOs.”

Rothblatt stated that there exists documented evidence that the CIA collects and stores UFO information despite their public position which indicates that UFOs are not worth investigating.

Letters from Gene F. Wilson, information and privacy coordinator of the CIA, to GSW acknowledged that certain documents had not been released since their release might endanger national security. The case was of potential importance even though the GSW lost its suit.

“The CIA admitted the material was sensitive to the Nations’ security, thereby acknowledging the existence of UFOs.” xii

Today the CIA has released very few UFO documents. However, the Agency is believed to be withholding many records under the label "National Security." The following cases were found on the CIA website.

Case 1: 1952 Flying saucers over Belgian Uranium Mines: Several UFOs appearing as “plates” descend near Uranium mines in Belgium. Each UFO was 12 to 15 meters in diameter and was aluminum in color. The UFOs were spotted by Commander Pierre in a pursuit plane leaving Elisabeth Airfield and came to within 120 meters of the disks. The UFOs were traveling at an estimated speed of 1,500 kilometers per hour. xiii

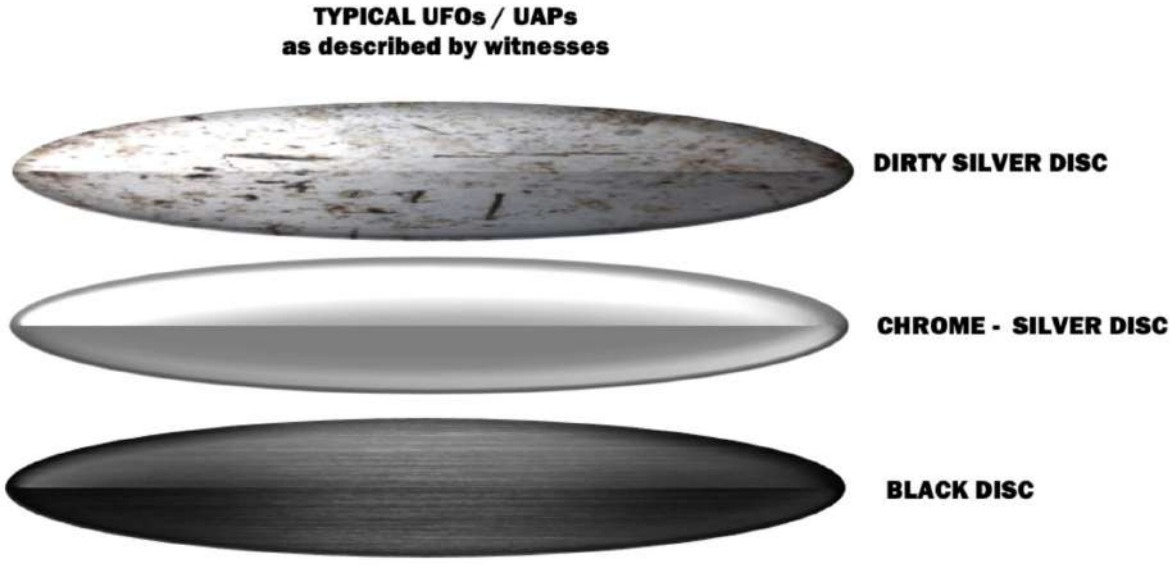
Case 2: 1954 The Hague: On August 4, 1954, Flying Saucers were spotted over the Hague, Holland. An American CIA report read: "firemen and their chief observed the two flying saucers over the Hague on the night of August 4, 1954, between 2300 and 2400 hours. The objects were seen in the clear night air at a high altitude. They moved at incredible speed, at times remaining motionless for as long as 30 seconds. They were flat ovals with whitish-gray light. All of the observers agreed that the objects could not have been aircraft or balloons.” xiv

Despite a denial of the CIA involvement in following UFO case material, we have the following admittance to a Division within the Agency to do just that. On May 27, 1953:

"A CIA memo from Chadwell, dated May 27, 1953, to the chief of the Physics and Electronics Division, disclosed his decision: 'Responsibility for maintaining current knowledge of reports of sightings of unidentified flying objects is hereby assigned to your division.'" [xv]

Furthermore: In 1952 General Walter Bedell Smith, Director of the CIA in a memorandum to the National Security Council confirmed: “The Central Intelligence Agency has reviewed the current situation concerning unidentified flying objects which have created extensive speculation in the press and have been the subject of concern to Government organizations. Since 1947, approximately 2,000 official reports of sightings have been received, and of these, about 20% are as yet unexplained.”

“It is my view that this situation has possible implications for our national security which transcend the interests of a single service. A broader, coordinated effort should be initiated to develop a firm scientific understanding of the several phenomena which are involved in these reports...” [xvi]



Governments Admitting to Secrecy

As we focus on Britain, we come to understand that General Eisenhower (later President Eisenhower) worked alongside my distant cousin Winston Churchill on the subject matter. The United States shared UFO information and protocols with the leadership of Britian.

Ministry of Defense Reads the Official Secrets Act, “Cases Classified”: Dr. David Clark and Andy Roberts share: “On April 1957 a lively debate in the House of Commons about a UFO report from the city of Wardle reached a point where there was some indication the Air Ministry may have planted evidence to discredit any mysterious explanation for the incident.”

Speculation in the press about the issue abruptly stopped without explaining why Journalist Alan Fitzsimmons, who was covering the Wardle story, makes this claim:

> **“the very top man from the Ministry of Defence called at our office personally, took us into a private back room, and read the Official Secrets Act to us with the warning to discontinue reporting further on that strange occurrence.”** **xvii**

In Czechoslovakia: A News report published February 18th, 1969 from 'Prague shared: “As from today Czechoslovakia has a center for UFO's led by scientists such as Dr. Josef Dvorak of the Medical Centre of the Air Forces, Dr. Jaroslav Sychra of the Institute of Atmospheric Physics, Dr. Svatopluk Kriz and Dr. Boris Valnicek of the Ondrejov Observatory.”

> **“All information on the subject, whether from laymen or scientists, will be classified and analyzed by the Centre - which unfortunately has very limited means at its disposal as yet - and the findings will be published.”**

“The Centre will work in close contact with the Czechoslovak Air Force and will have links with international UFO centers. The UFO Information Centre has been established at Panska 8, Prague 1.” xviii

Government Leaders who witnessed UFOs

Whether it is the United States, Britain or Brazil, some senior Government officials have gone on the record to substantiate their encounters with UFO sightings. Below are a few cases.

Senator Russell's UFO sighting: This next case comes to us from NICAP.org. Researchers were able to bring together CIA documents where the director "Mr. Dulles" discussed the following case.

On October 4, 1955, at 7:10 pm Senator Richard B. Russell, Jr. (D-GA), then chairman of the Armed Services Committee, was on a Soviet train when he spotted a disc-shaped craft taking off near the railroad tracks.

Senator Russell "saw the first flying disc ascend and pass over the train," and went "rushing in to get Mr. Efron (Ruben Efron, his interpreter) and Col. Hathaway (Col. E. U. Hathaway, his aide) to see it."

"Col. Hathaway stated that he got to the window with the Senator in time to see the first (UFO), while Mr. Efron said that he got only a short glimpse of the first. However, all three saw the second disc and all agreed that they saw the same round, disc-shaped craft as the first."

"The Air Force Intelligence report says Russell and his two traveling companions spotted the UFOs on October 4, 1955, while traveling by rail across Russia's Transcaucasus region."

"One disc ascended almost vertically, at a relatively slow speed, with its outer surface revolving slowly to the right, to an altitude of about 6,000 feet, where its speed then increased sharply as it headed north."

"The second flying disc was seen performing the same actions about one minute later. The take-off area was about 1-2 miles south of the rail line." Colonel Thomas Ryan interviewed Senator Russell's companions in Prague, Czechoslovakia, on October 13, after they arrived there from Russia shortly after the sighting." [xix]

If interested in this case, go to:

http://www.nicap.org/551004russia_dir.htm

Brazilian Presidential Candidate has own UFO sighting: In May 1957 near Barbacena City, Brazil; a prominent Brazilian politician, Sr. Plinio Salgado, had presided over a political meeting in Belo Horizon, (State of Minas Gerais) when he encountered a UFO.

Two men were riding in a car when the incident occurred. As the car passed near Barbacena City, Sr. Salgado and Sr. Alvaro Sardinia noticed strange luminous bodies flying across the heavens at unbelievable velocity. At first, there were just a few of the glowing bodies, but then many more came into view giving off a dazzling bluish light. “The objects performed extraordinary feats: quick stops and 90-degree turns.” Sr. Plinio Salgado, as head of the P.R.P. and candidate for the Brazilian Presidency, was quoted as saying:

> **“I already believed UFOs were real, but now I am more convinced that they do exist." [xx]**

UFO appears over Brazilian Government Home: On August 24, 1957, Representative Clemente Medrado (a member of the Brazilian House of Representatives) witnessed a UFO over Minas Gerais. Mr. “Medrado had invited some friends to his farm in Minas Geris outside Salinas City and was outdoors with his guests when a UFO came into view. He shared:

> **“The thing looked like a child's toy top, a glowing round body giving off some greenish color at its edges. The UFO was in sight only a short time before it shot up into a cloud layer.” [xxi]**

CIA report | Hungary: a declassified CIA report revealed several UFOs over Hungary in May 1956. The notes are;

1. “During the early part of May 1956, I was told by several engineers, close associates whom I believe to be reliable, that the Ministry of Defense was alerted concerning the

overflight of a formation of unknown flying objects, flying in an easterly direction during that month."

2. "My friends related that what appeared to be aircraft, flying in formation at an extremely high rate of speed at approximately 25,000 meters, were observed by radar units of Air Defense Command. Nothing was done to disturb this flight, the probable reason being that the Air Defense Command had no weapon at its disposal to reach (e.g. the height) these Intruders."
3. "During the same period, May and June 1956, many reports originating from all sections of Hungary cited the appearance of 'Flying Saucers." [xxii]

U.S. Ambassador confirms UFOs | Vatican City, Italy: On October 28, 1954, the U.S. Ambassador to Italy (Mrs. Clare Boothe Luce) observed discs over the city of Rome. "Though the United States Ambassador Clare Booth Luce, an Associated Press employee, and other citizens witnessed a flying saucer over Rome Italy, The Ambassador stated:

"I saw something, but I do not know what it was."

Some described the object as a luminous silver coin or moon shaped device that was seen flying through the sky at a fantastic speed. The other interesting point made was there was not just one, but two separate objects, which were trailing the first lighted object. [xxiii]

Military leaders are witnessing UFOs

Further to the case material, we have evidence that military officials have acknowledged their people encountering UFOs.

Bernardo de Irigoyen, Argentina: On July 27, 1963, at 6:50 pm the commander of the Gendarmerie detachment at Bernardo de Irigoyen, the Chief of Police, Commandante Jose Chiachio, and the Deputy-Chief, Senor Linka, observed seven oval luminous UFOs over Argentina.

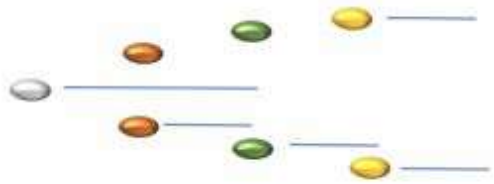


Figure 1 - Egg Shaped UFOs - flying in “V” formation

According to the witnesses, the UFOs flew in “a perfect 'V' formation on a West-East course in the direction of Brazil. The UFOs, moving at great speed and altitude, gave off many-colored flashes of light, and as they passed beneath the cloud cover, they lit up the clouds with their varied colors.”

“The authorities at Eldorado, 170 kilometers distant, later reported that the formation had passed over there. The paper quotes this as being one of the rare occasions on which a high officer of the

Argentina National Armed Forces has spoken openly about UFOs." xxiv

City of London, Canada: In April 1952, Wing Commander A. D. Haylett, of the City of London Squadron, shared with the press:

> **"I am pretty firm in the opinion that it could not have been an aircraft. Not at that speed. I have never been a believer in flying saucers, but I am pretty sure now that something is going on around this planet that we should be paying lots of attention to."** **xxv**

Governments begin to acknowledge UFOs are real

The most damning evidence of UFOs come from the governments who are more open to its citizens than the United States.

Brazilian Government declares UFOs are real: A Brazilian military conference was convened on December 2, 1954. The Army Technical School invited specific military and civilian authorities to a presentation of some UFO evidence. The Superior Army School Graduates sponsored the talk. The speaker was Colonel Joao Adil de Oliveira. The Colonel listed the following: "Evidence shows that the saucers are real. No government could afford to ignore the reports about UFOs, and all investigations should be made to determine the identity of any UFO sighted over the county. The problem could be of military interest."

> **"The saucers appear to be some revolutionary aircraft. They are not conventional phenomena or illusions. There are too many responsible people involved to say that the whole thing was a hallucination."** **xxvi**

"We do not know where they come from and we do not know the purpose of their survey. I hope someday we can solve the riddle and know the answers."

Brazil confirms UFOs are Extraterrestrial: In 1968, a Brazilian meeting attended by official military and intelligence personnel declared UFOs to be of extraterrestrial origin. After a 20-year study, the President of the Brazilian Institute of Astronautics and Space Sciences stated:

> **“a critical, scientific study over a period of nearly twenty year allows us to conclude; that flying saucers exist (and) extraterrestrial objects are real.”** [xxvii]

The British Government confirmed spaceships were "Interplanetary": On January 1, 1954, a newspaper article reported: British Air Marshall Dowding said:

> **“Flying saucers are unquestionably interplanetary craft and should be treated as such.”** [xxviii]

The British Government confirmed the spaceships are not built on earth: Over a year later, on May 22, 1955, a newspaper article by journalist Dorothy Kilgallen shared;

- “British Scientists and airmen, after examining the wreckage of one mysterious flying ship, are convinced these strange aerial objects are not optical illusions or Soviet inventions but are flying saucers, which originate on another planet.”
- “This official, quoted scientists’ as saying; a flying ship of this type could not have possibly been constructed on earth."
- In another British statement: "We believe...that the saucers were staffed by small men probably under four feet tall.” [xxix]

Chilean and Russian Scientists acknowledge; “we are not alone” in this Universe: In 1965 several scientists in Chile went on the record. Professor Gabriel Alvial (Chile’s Cosmic Radiation Center) stated:

“There is scientific evidence that strange objects visit our planet. It is lamentable that the governments have drawn a veil of secrecy around this”.

Two other prominent professionals made their comments known: Professor Claudio Anguita (Observatory Director) said: “We are not alone in the Universe.” Dr. Mitrovan Zverer Russian at Carro Calan Observatory) said: “something unknown to our understanding is going around the earth.” [xxx]

The French Minister of Defence: In 1974, The French Minister of Defence, M. Robert Galley was interviewed on national radio, but was not internationally reported. He categorically asserted that UFOs are real and that the French Government is studying them. In this translation, he states:

“if people could but see the extent and quality of the evidence (including radar tracking and jet chases) then they would be disturbed.” [xxxi]

French scientists conclude flying saucers are in fact real and beyond our technology: In 1978, a French government UFO study group (GEPAN) concluded:

“Everything taken into consideration, a material phenomenon seems to be behind the totality of the phenomenon - a flying machine whose modes of sustenance and propulsion are beyond our knowledge.” [xxxii]

G.E.P.A.N Study group | France: A two-day meeting was held on December 13- 14, 1977, in Paris, with the scientific advisory board of G.E.P.A.N. during which certain recommendations were decided which will be enacted upon in their 1978 efforts. Though the members of this scientific board wish to remain anonymous, it can be said that they originate from some of the most prestigious French scientific organizations: National Meteorology Administration, Lyon Astronomical Observatory, Social Psychology Lab. of Paris University,

Geodynamic Research Center, Astrophysical Lab of Paris University, Theoretical Physics Lab of the Polytechnic School, and the Physical Meteorology Lab of Clermont-Ferrand University. [xxxiii]

French Engineer and Former Minister of Finnish Government confirms UFO propulsion was “not conventional”: On June 9, 1951, around 8:05 pm Mr. Saastamoinen an engineer and former Ex-minister of the Finnish Government observes a UFO near Mikkeli, Finland. He shares;

> **“The disk-shaped craft flying at 10,000 feet was said to be perfectly round and 25 meters in diameter. The thing had the color of aluminum with no signs of visible windows.”**

He stated the object appeared to be traveling at 800 miles an hour on a straight and level course. His attention was drawn to the disk while driving with his wife. He stopped the car to observe the object disappear into the clouds. His verbal report to the U.S.A.F., Air Attaché at the American Embassy at Helsinki was that it had no sound and his opinion of the propulsion was neither a conventional reciprocating engine nor jet engine. [xxxiv]

When you go to the U.S. Air Force file, the report suggests the witnesses saw a probable aircraft, though no proof in the file confirms this theory.

Norwegian Government confirms UFO was not built on earth: According to the Norwegian Government, in 1952 a disc was found at Spitzbergen. Chairman of the Board, Col. Gernod Darnbyl stated:

> **“The Spitzbergen disc was highly important. Although scientific knowledge does not permit us to solve all the riddles, I am confident that the remains from Spitzbergen will be of utmost importance in this respect. Some time ago a misunderstanding was caused by saying that the disc was of Soviet origin, it has - this we wish to state emphatically - not been built by any country on earth. The materials used**

in its construction are completely unknown to all experts who participated in the investigation." [xxxv]

Particular Note: The U.S. and British governments were involved with the investigation of this downed Saucer.

The Swedish Government confirms UFOs are "not built on earth": On November 4, 1948, a Top Secret Memo written by the U.S. discussed a recent meeting with Swedish Air Intelligence Service on the Unidentified flying objects over Sweden. The Swedish government informed U.S. officials that after studying the objects that some reliable and fully technical qualified people have concluded that:

"these phenomena are the result of a high technical skill which cannot be credited to any presently known culture on earth." [xxxvi]

Military Force admitting to UFOs

In addition to Government leaders around the world, we find several military forces claiming that UFOs are real. The following represents some facts;

The United States Air Force admits to witnessing a UFO: On March 29, 1952, The United States Air Force acknowledged that a small, metallic disc-shaped object made a complete controlled pass at an American jet fighter-bomber in northern Japan.

The UFO, not more than 30 to 50 feet from the jet, had no projections (e.g., tail, wings) and produced no vapor trails. The object appeared silver or chrome in color. The disc caught up to the F-84 Thunderjet and then hovered. In a second encounter the same week, one pilot flying a propeller craft observed an F-84 come alongside him, and then saw a disc following the F-84. [xxxvii]

Figure 1- F-84 Interceptor, [i]

Brazilian High Command receives a UFO report: On October 24, 1954, UFOs, were seen by military and civilians at the Brazilian Air Force base of Gravatai.

> **"For three hours a pair of egg-shaped objects maneuvered over the area in a sun-lit cloudless sky, moving at great speed, and once in a while making abrupt course changes."**

"Civilians watched the impressive display, as well as many Brazilian Air Force officers and enlisted men. One of the military men was Major Magalhaes Motta who followed the object's antics with binoculars.

A report was then submitted to the Brazilian High Command." xxxviii

The U.S. Navy posts UFO configurations: In July 1961, the U.S. Navy published UFO replications of two different shapes on all Naval Ship Bridges. Shocking but true, the U.S. Navy was reporting UFOs hovering over their ships and submarines. According to the 'Flying Saucer Review', one object was the typical flying saucer while the other was like a giant bat craft.

UFOs in Vietnam: Seven years later in 1968, an officer shared:

> **"when I was an Intelligence Officer, I briefed General George S. Brown, at 7th Air Force Headquarters in Saigon, Vietnam about UFOs near the DMZ. General Brown states in**

a Department of Defense transcript of press conference in Illinois, October 16, 1973."

"I do not know whether this story has ever been told or not. They weren't called UFOs." They were called enemy helicopters. Moreover, they were only seen at night, and they were only seen in certain places. They were seen up around the DMZ in the summer of '68. And this resulted in quite a little battle. Moreover, in the course of this;

> **"an Australian destroyer took a hit, and we never found any enemy, we only found ourselves when this had all been sorted out. Also, this caused some shooting there, and there was no enemy at all involved, but we always reacted. Always after dark. The same thing happened up at Pleiku at the Highlands in '69."** [xxxix]

Argentine Officer shares UFO encounter | Bernardo de Irigoyen, Province of Misiones, Argentina: Commandant Zirone told the newspapermen of an interesting UFO sighting on July 27, 1963, taking place around 6:50 pm. The press conference held on June 9, 1965, (a report from Rosario) by General Raul Fabian Pistarini, Commandant of the National Argentine Gendarmerie in the North-East, discussed multiple UFO cases of 1963. [xl]

The above conference is similar to the news coverage held by USAF General John Stamford in 1952, with one difference. That difference is the Argentinian government showed great courage in discussing several cases openly with its people, versus General Stamford being ordered by his superiors to contain the truth from the public. On YouTube you can watch General Stamford prepare his news presentation.

Japanese Air Force General shares UFOs are more advanced than human engineering: On January 1, 1967, it was conveyed:

> **"UFOs have been tracked by radar, so UFOs are real and they may come from outer space, with more advanced people piloting the ships than we."**

“General Kanshi Ishikawa, Chief of Staff of Japan's Air Self-Defense Force Commander of the 2nd Air Wing, Chitose Air Base (Japan), stated:

> **“Much evidence tells us radar has tracked UFOs; so, UFOs are real and they may come from outer space. UFO photographs and various materials show scientifically that there are more advanced people piloting the saucers and Motherships.” xli**

Swedish Encounters: On July 1, 1952, a Swedish-American contacted CSI director Ed Sullivan saying: “I sent a letter about ten days ago to ask a close friend of mine, Admiral Erik Samuelson, who is in command of the Southern Swedish Naval District, what he thinks of the Flying Saucers.”

> **“He states that he firmly believes in their existence, in opposition to several other leading officers in Sweden, and he tells [me] that as recently as July 1, at about 8:00 pm, a Major of the Royal Swedish Air Force, Fredrik Johansson, together with some other persons observed a flying object, looking like two saucers.” xlii**

UFO occupants injuring human beings

Perhaps more concerning to all of us on this planet is the fact a few or the many species visiting earth are not friendly. In my first book, I plead to the governments of the world to create educational material for all citizens that demonstrate which species are friendly and those that are hostile. A few cases below reflect hostile encounters from a few extraterrestrials’ species.

Soldiers burned by UFO | Fort Itaipu, Brazil: On November 4, 1957, a UFO attacked two sentries at Fort Itaipu in Brazil. The fortress was a defense installation with long-range guns that protected the coast of Sao Paulo state, Sao Vicente, near Santos. According to the story, “a sentry stopped in their tracks when it

became evident a "star" like luminous body was heading for the fortress at tremendous speed. In just a few seconds the UFO was flying over the fortress. Then it stopped abruptly in mid-air and drifted slowly down."

The UFO; "hovered about 120 to 180 feet above the highest cannon turret and then became motionless. A hum was heard which was coming from the mysterious disk-like body, and then a terrific wave of heat hit two of the sentries. One of the sentries said later that, when the heat wave engulfed him, it was like a fire burning all over his clothes."

Researcher Dr. Fontes shares: The soldier "staggered along, dazed, as heat waves filled the air around him. It was too hot. He fought, and gasped and beat the air before him. He was suffocating. Then he blacked out and collapsed to the ground-unconscious.

The Commanding Officer of the Itaipu garrison issued orders forbidding any release of information concerning the "attack" hours before. Not even close relatives were to be told of the event." [xliii]

Updated information on the case: Army Intelligence spoke with each soldier, impressing upon them the need for secrecy. A report labeled Top Secret was prepared for the High Command. [xliv]

400 people injured by UFOs in Brazil: The Brazilian government confirmed over 400 people had been injured over a three-year period by UFO encounters. Four deaths were reported in government documents from 1976-1978 and several hundred people in Brazil and Colares had dangerous encounters with UFOs. In a presentation to six former congressmen and women in 2013 in Washington DC, the following facts revealed.

> **"They were immediately immobilized as if a heavy weight pushed against their chest. The beam was about seven or eight centimeters in diameter and white. It never hunted for them but hit them suddenly. When they tried to scream no sound would come out, but their eyes remained open. The beam felt hot, almost as hot as a cigarette burn."**

Doctor Wellaide Cecim Carvalho wrote: “All of them had suffered lesions to the face or the thoracic area.” The lesions, looking like radiation injuries, “began with intense reddening of the skin in the affected area.”

> **“Later the hair would fall out, and the skin would turn black. There was no pain, only slight warmth. One also noticed small puncture marks in the skin. The victims were men and women of varying ages, without any pattern.”** [xlv]

Airline Passengers are collateral damage | The British government hid UFO safety concerns from the Public: In 1953, a British built Comet Jetliner took off from Dum-Dum Airport and Crashed. The first investigator reported: “the Comet struck some heavy object while in flight.”

British authorities then denied the above statement specifying electrical wiring in the tail caused the crash. What was not explained thoroughly, was how the upper portion of the pilot's cabin could be sheared off in midflight. In a strange twist of fate, the plane's wreckage was separated from the tail section for a considerable distance. [xlvi]

Italian Government | UFOs outrunning their Jets: On October 27 and November 2, 1977 ground and air observers spotted a glowing orange circle. According to a local paper, personnel in the Elmas Control Tower tracked the object visually and by radar.

> **“The Commander of the Office of Operations of the Air Force Base, Colonel Giomaria, ordered a jet interceptor aircraft to investigate. However, the jet was unable to intercept the UFO as a result of its speed.”**

In the official report on the encounter, Major Francesco Zoppi, chief pilot of the Orsa Maggiore Squadron of the A.L.E. 21st. Helicopter Group and his co-pilot, Lt. Riccardelli, said that they had been at a distance of fewer than 1,000 feet from the luminous circle. Colonel Mario D'Angelo, Commandant of the Cagliari Air Force Base,

did not attempt to deny what had occurred. It was later reported – "no other aircraft was in the air at the time." According to the pilots, the story is as follows:

> **“We had taken off in the helicopters for normal training flights when, at a distance of about 300 meters, I saw, in front of me, an extremely bright orange colored circle. My first thought was that it was an optical illusion, but a soon as Lt. Ricciardelli, who was sitting beside me, also saw it.”**

“We at once contacted the Control Tower by radio. They replied that nothing was visible from the ground. Meanwhile, the fiery circle (UFO) continued to be there, right in front of us and moving at speed almost identical with our own. Then I asked the other two helicopters in our squadron whether they could see it. One said they could and that that they saw the same thing as we were, while the third helicopter, piloted by Captain. Romolo Romani replied that they saw nothing.”

> **“The luminous circle then vanished at speed impossible for any aircraft of this world to equal. I called the Control Tower again and was informed that in the meantime other people had seen it and had been following it with binoculars. However, the radar had detected nothing.”**

“I rule out any possibility that it can have been an aircraft or sonde balloon. Had it been an aircraft, the radar would have been bound to corroborate its presence. As for a sonde balloon – that is even more improbable because, at the distance at which we were from it, the balloon would never have been able to vanish at so high a speed.” [xlvii]

Commander of Northern Japan Air Defense Force confirms tracking UFOs: During 1952, UFOs are seen by many Military Jet pilots in Japan, Korea, and Russia. Colonel Curtis R. Low, commander of the Northern Division of the Japan Air Defense Force, stated that the flying clusters were seen by fighter pilots and ground

personnel and were tracked on radar. Furthermore, intelligence reports stated:

“There are too many indications of the presence of something, to be considered observation of nothing.” [xlviii]

They further discounted the possibility the sighted objects were "reflections of light.”

The Swedish Government lost four pilots (and planes) during UFO jet chases: Losing pilots during dogfights with UFOs have occurred over U.S., Britain and Russian soil. On May 2, 1955, according to a local newspaper article, Swedish Air Force Planes (4) four of them disappeared while engaging UFOs somewhere in the coastal area of south-central Sweden. A spokesman for the Swedish Air Force said: “The Planes have vanished.” [xlix]

Orders from Top Brass

Just like in the United States from 1947 through 1969, many countries were adopting national security protocols to keep the UFO Phenomenon from the public.

Classified Orders for Brazil Bases: On October 24, 1954, at Torres City and Porto Alegre, Brazil, classified orders were given to military personnel to investigate all UFO sightings. A security lid was put in place around all Air Force bases in the Rio Grande do Sul, and the unauthorized transmission or revelation to the press of any information about the matter by the military was prohibited. The Air Defense Command started a 24-hour air patrol overall military installations in the state. [l]

UFOs over military bases

From a U.S. military study in the United States during the 1950s, over 20% of all sightings over North America occurred over U.S. military bases and nuclear sites. It is believed, extraterrestrials were

monitoring our atomic capabilities as they fear men from earth may one day threaten their existence.

UFOs at Brazilian Air Base: On October 26, 1954, between 1:00 and 3:00 pm strange objects appeared over the Gravatai Air Force Base. Donald Keyhoe in his book; “Flying Saucer Conspiracy” shared:

> **“Measuring their altitude and speed with accuracy was impossible. However, it is reasonable to say the speed of the UFOs, and altitude was far beyond anything known to the Base. The general shape of the objects appeared to be circular, and they looked to be silvery-dull in color. Considering their altitude, erratic course, and reversion to former places or position in space, it is impossible to confirm them with known celestial bodies. At the time of the sighting, no meteorological balloon was in the air over the region.”**

“Many Air Force military personnel witnessed the sighting: officers, sergeants, and soldiers and also by civilians. The base reported the sighting to the Air Force General Command and asked for an investigation. We request on the part of the civilian population to report to this Command all information on similar sightings.” [li]

Recife, Brazil: On November 18, 1957, Corporal Oliveira of the 3rd Company of the Guarapes 14th Infantry Regiment (at Recife, Brazil) had spread word of a strange brightly-lit object's appearance above his unit's barracks. “Several other soldiers besides Oliveira witnessed the UFO's visit. Of special interest is the fact that authorities of the Brazilian 4th Army ordered a secret inquiry by that service branch's Secret Service. This official action provides proof the Brazilian military was taking UFOs very seriously.” [lii]

Photographic proof of UFOs

Despite the U.S. government claiming there is no proof of the existence of UFOs, we have photographic evidence mounting all over the world from videos, film, and photographs. Photographs have been taken with cameras mounted on Military jets and buildings at sensitive military sites.

Trindade Island; Trindade UFO became “Top Secret”: On January 16, 1958, at 12:15 a UFO appeared over Trindade Island. A photographer on the ship shared;

> **“I cannot estimate the number of persons on the ship's deck at the moment of the sighting. However, during the official investigation ordered by Com. Saldanha da Gama, about one hundred members from the ship's crew confirmed that they had sighted the UAO.”** [liii]

The Photographer had taken only two snapshots before the object passed behind Desejado Peak which is located in the center of the island. Within seconds the object came into view again, this time headed directly east, evidently having made a very sharp turn. On its new course, the thing seemed closer and traveled at a higher speed.”

> **Note: “The men on board later expressed the opinion that the UFO wanted to take a better look at the ship. One has to admit that may be true but we have no way of knowing, so the belief held by the witnesses tells us more about their mindset than the object's intentions.”**

Dr. Fontes shared: “While the photos were of interest to the military, the "Top Secret" aspect of the Trindade case was the loss of electrical power aboard the ship (e.g.; Almirante Saldanha). This shook up Brazilian authorities. Back in November, the Brazilian Fortress of Itaipu had been knocked out the same way by a UFO, and the garrison never had a chance to fire a shot.

> **“Furthermore, two sentries suffered radiation burns during the "attack" and were still in the Army's Central**

Hospital in Rio. The press had not been informed of the case, and the two soldiers were being kept isolated from the other patients." [liv]

Brazilian Air Force officials have photographic evidence from its Navy: In 1958, the head of the Brazilian Air Force bureau charged officially with UFO Investigations, Cel. Adil de Oliveira declared in a newspaper interview;

"Now it is impossible to have any doubt as to the existence of flying saucers."

"Later, by order of Brazilian President Dr. Juscelino Kubitschek de Oliveira, the four photos of the UFO were delivered to the Press for publication. This information came from the famous Isle of Trinidad UFO incident involving the Brazilian Navy photographing a UFO from a battleship. Since this time several people have tried to debunk the case." [lv]

U.S. Military Mission in Espora, Argentina: On May 11, 1963, at 7:40 pm a UFO appeared at the U.S. Military Mission I Espora, Argentina. Rear Admiral Eladio M. Vasquez and Captain Aldo Molinari second in command of the Naval district revealed the sighting and that a photo was taken and published in La Razon which shows a flattened globe of light with no details. [lvi]

Government leaders knowing all the facts

Dr. Steven Greer of the Disclosure Project, shared that most U.S. officials in our government and military leadership at the Pentagon do not have all the facts of the UFO phenomenon. After seven years of research on this phenomenon, I have to agree. Those that had the most knowledge are now dead (e.g.; President's Roosevelt; Truman, and Nixon). We can see below a few governments who wanted to obtain more information to understand the problem.

Sir Winston Churchill: On July 28, 1952, the Prime Minister of England (Sir Winston Churchill) wanted more information on UFOs. Sir Winston Churchill writes a memo to the Secretary of State for Air, Lord Cherwell (a British physicist) that stated:

"What does all this stuff about flying saucers amount to?
What can it mean?
What is the truth?".

At some point during this time, General Eisenhower meets with Churchill to discuss the UFO situation and what England could do to alleviate fears and public panic. Researchers have found evidence that General Eisenhower himself was a witness to a UFO while on an Air Craft Carrier in the 1950's. [lvii]

British House of Commons learns British Air Ministry gets UFO reports: On January 21, 1959, MP Roy Mason asked Mr. Ward:

- "what specific instructions have been sent to the commanders of Royal Air Force stations to collect reports from aircrews having allegedly sighted unidentified flying objects?";

- "what inquiries have been held following such sightings?"; and

- "to what extent there is collaboration between the Department and the respective Departments in Canada and the United States of America on this problem?"

"Mr. George Ward, the Air Minister, replied that R.A.F. units have standing instructions to report unusual flying objects when they cannot readily be explained. Reports which may have a bearing on

air defense are investigated. No special collaboration with Canada or the United States is required." [lviii]

Comment: I like how George Ward skirted around the question posed by Roy Mason.

Mason asked: "to what extent is there any collaboration";

Ward states: "no special collaboration…is required."

In other words, Ward never answered the question.

Canada's Defense Research Board: On April 22, 1952, Or. O. M. Solandt, Chairman of Canada's Defense Research Board (ORB), convened a secret meeting to brief the eleven men of the board about the UFO activity in Canada, stressing that the country had no official UFO investigative project. The result of the meeting was the appointment of a committee to come up with a scheme to gather and analyze data. It was decided the committee would meet again within 48 hours with suggestions. [lix]

Canadian Parliament Members Urge UFO Study: Fourteen years later on April 21, 1966, a Member of the Canadian House of Commons made a plea for a new, serious study of Canada's UFO reports. The Honorable William Dean Howe, of Ottawa, stated:

"we are long past the time when all UFO reports can be written off as hallucinations, hoaxes or alcoholic fantasies."

Most reports," he said, "come from people of good reputations, whose testimony would be accepted without question under any other circumstances. There is too much-unexplained evidence to ignore." Though Mr. Howe had reached no conclusions regarding the UFOs, he specifically called for the Canadian Government to assign a department to conduct constant investigations of reports. Immediately afterward, Canada's Associate Minister of National Defence, the Hon. Leo Cadieux said he would see that an investigation into UFO reports was initiated "at least as far as the Defence Research Board is concerned. [lx]

Updated Information on the case: In a speech on the House of Commons floor on April 21, 1966, Mr. William Dean Howe said that:

“UFO reports contain "too much-unexplained evidence to ignore" and that "a climate should be created in which Canadians can report what they see without fear of ridicule.”

Mr. Howe also urged that the Canadian government thoroughly investigate UFO reports. During the same session, Leo Cadieux, Associate Minister of National Defence, said that he would do his "utmost to have initiated the inquiry requested by Mr. Howe. One year later, Parliament member E.R. Schreyer urged the government to turn over all its UFO information to the House of Commons for study. lxi

Algeria writes Henry Kissinger on UFOs: We are fortunate that the research by Larry Fawcett and Barry Greenwood provided us with the following; on March 7, 1975, The Secretary General of Ministry Defense (Algeria), Colonel Abdelhamid Latreche contacted the American Embassy to obtain information from Henry Kissinger on UFOs. Algerian airspace had numerous aerial incursions with “strange machines seen by respectable people near Algerian military installations.” It was reported to the United States that an unknown object flew past two planes heading north to south. lxii

Warning about shooting – chasing UFOs

With the military wanting to get their hands-on advanced UFO technology in the 1950s and 1960s the British, Americans and Russians issued "shoot down orders" to their pilots. Professor Albert Einstein went so far as to plead with the U.S. government to not shoot down the visitors fearing their reaction to our pilots, citizens, and country.

RAF leader Air Chief Marshal Lord Dowding: On July 11, 1954 an interview with the RAF leader Air Chief Marshal Lord Dowding declared;

"flying saucers were real" and "from outer space."

The London Daily Mail shared; “the Air Marshal cited the high volume of UFO reports, were reported speeding up to 9,000 miles per hour as proof of craft created by an alien super science. Lord Dowding considered the best evidence for the case for UFOs could be found in Donald Keyhoe’s 1953 book”: ‘Flying Saucers From Outer Space.’ [lxiii]

The Portuguese Air Force reported UFOs are a concern for their pilots: On September 4, 1957, Captain L. Ferreira, a Portuguese military authority confirmed four jet planes encountered a Mothership and three saucers that dove at them. [lxiv]

Governments discuss informing the public

It is true that certain military leaders in the U.S. Air Force and U.S. Navy wanted to tell the American people about the truth of the UFO phenomenon in the 1950s. However, “National Security” protocols established by the Pentagon and CIA prevented the release of this information to the public.

British Government contemplates whether to inform the public about UFOs: On January 5, 1955 the British Air Staff refused to release the results of its five-year probe into the UFO mystery. House of Commons member Patrick Wall challenged the Air Minister:

> **“If there is a security risk, which I don't think there is, the public should know the truth. And if the Air Ministry have found the answer to whether or not they exist it is of great interest to everyone.”** [lxv]

Grenada | United Nations: Eric Gairy, Prime Minister of Grenada requested the inclusion of an item in the provisional agenda of the 32nd session of the General Assembly on UFOs. The document was entitled;

> **"Establishment of an agency or a department of the United Nations for the undertaking, coordinating and disseminating the results of research into unidentified flying objects and related phenomena."**

The draft resolution notes that previous attempts to bring up the matter in the past have failed because no Member State had ever raised the topic for discussion. At the time. "the government of Grenada was seeking to have 1978 declared the United Nations International Year of Unidentified Flying Objects". The following actions if successful would initiate the following:

1. "establishment of a United Nations UFO research branch";
2. "holding of a Second International Congress on UFOs in Grenada";
3. "issuance of a commemorative stamp series by Grenada and the UN on UFO research". [lxvi]

Puerto Rican Legislature: In the 1970s five members of the House of Representatives submitted, for the first time in the history of the Puerto Rican Legislature, a resolution to create a special commission to investigate the UFO phenomenon in Puerto Rico.

The legislators felt that "during the past years information has been brought to the attention of the public concerning the supposed presence of UFOs over Puerto Rico but that they have not been informed satisfactorily of the facts and conclusions."

Though they did not "affirm the reality of the sightings, the government officials stated that their only purpose was to bring about investigation and recommendations concerning UFOs, since the people of Puerto Rico have the right to know of this matter." [lxvii]

Concerned citizens discuss UFOs

Like many nations around the world, the ordinary citizen would remain in the dark about the UFO Phenomenon as a result of “National Security” protocols. Citizens in the United States became interested in research groups like; NICAP, APRO, and BUFORA.

Each of these organizations, including the ‘Flying Saucer Review ‘provided bulletins on UFO cases giving the public some information on the phenomenon.

200-member town hall meeting on UFOs | Warminster, England: On August 28, 1965, a story was carried in a local paper describing over 200 people packed the Warminster Town Hall in England to hear stories from others to determine what town's people were seeing.

Some people described seeing a giant cigar-shaped craft. Other witnesses reported they heard weird noises and being hit by "sound waves." After a few town's people described what they were seeing, the panelists spoke to the group. The Reverend L. Inge, Rector of Orcheston and three other town leaders including Dr. Baker, stated the following:

> **“I think that most of us (the members of the Association) would say that merely from the evidence with which we are dealing this is a manifestation of an advanced Technology from somewhere.”**

“The craft was piloted by alien beings.”

Note: “A comment was made that the War Department rocket ranges and the Chemical Warfare Establishment at Porton use the large hill outside the town. These facilities may act like a "homing beacon." They concluded the meeting with: "If you help us, we may take a substantial step forward in understanding the universe in which we live." Chairman of the Warminster Urban Council Emlyn Rees stated:

“My main objective is to reassure people; if these things are from outer space, then they have never done any harm to anyone so far as it is known. We want to get all the facts and clarify the situation.” [lxviii]

Official Government UFO studies

As mentioned before, as the number of UFO sightings were reported in newspapers and UFO bulletins, counties around the world began taking note to the mysterious crafts in their own airspace. Chile, Brazil, the United States, Argentina, Australia, and Sweden began building their cases with military experts and scientists. The goals were simple:

1. To determine what these objects are; and
2. To determine if they are harmful to man.

Britain’s Air Ministry admits investigating UFOs since 1947: On June 16, 1957, London, England. A London newspaper printed: “Britain's Air Ministry is investigating Flying Saucers, and that is official.”

“At airfields all over Britain, fighter planes are kept ready to intercept, and if necessary engage, any unidentified flying object within combat range.” This statement “was admitted last night by an Air Ministry spokesman”. He disclosed that it has been investigating Flying Saucer reports since 1947. 'We have something like 10,000 in our files' he said.” [lxix]

Prepare for Invasion Study: On October 2, 1954, M. Jean Nocher, a French M.P., who had asked the French government to set up a Commission to study the "invasion." The Dispatch informed its reader's French authorities were "disturbed" by both the variety and strangeness of the sightings. [lxx]

In fact, it is claimed Charles de Gaulle had taken note of events and was especially concerned about the sighting of an unexplained object in the sky over Tananarive, Madagascar. [lxxi]

French Government confirms UFO left trace evidence at a landing site in France (CNES, SEPRA, GEPAN): On January 8, 1981, several trace elements were tested after a UFO landed at the Village of Trans-en-Provence in the Var region in southeastern France. Researchers stated the following findings were: “Traces were still perceptible 40 days after the event”.

A Gepan report shared: “There was a strong mechanical pressure forced (probably the result of a heavyweight) on the surface. A thermatic heating of the soil, perhaps consecutive to or immediately following the shock, the value of which did not exceed 600 degrees. "From an anatomical and physiological point, they [leaves] had all the characteristics of their age, but they presented the biochemical characteristics of leaves of advanced age: old leaves! Moreover, that doesn't resemble anything that we know on our planet.” [lxxii]

Netherlands | Police Organizations: In 1977 the Netherlands Investigation Bureau for UFOs (Nederlands Onderzoek Bureau voor ongeidentificeerde vliegende Objekten) reported that as of the beginning of that year the three police organizations in the Netherlands (Royal Military, Federal, and Community) had agreed to work closely with NOBOVO in the reporting of UFO cases. This information comes to us from Mr. Douwe Bosga, NOBOVO member, who had come to the U.S. for a year or more to work with the Center for UFO Studies as a volunteer. [lxxiii]

Russian Air Force | Studying UFOs in Secret: On March 4, 1968, reporting from Moscow, the Russian Air Force appointed as a general to lead a space detection agency on UFOs. According to Roy Blackman of the London Express when he visited the Air Force agency in Moscow, he was told:

“This is secret work, and we have no comments to make.”

Certain scientists from CAS (the Civilian Academy of Sciences), declared all Soviet research on flying saucers should be grounded. CAS declared the Air Force's work was "sensational and anti-

scientific." In Pravda (Russian newspaper), the CAS had stated that all objects flying over Russian are identified either by scientists or the military. Furthermore, they added: “If flying saucers exist scientists would know about them.” [lxxiv]

UFOs over Rome: On the November 11, 1954, Dr. Perego met with the Commander-in-Chief of the Italian Air Defense, General de Vincenti, who explained to the professor that military radar in the region of Rome was very limited in its capabilities and often was shut down. The aerial fleets appearances over the Capital, Dr. Perego realized, would never be picked up with the instruments being used even if they were in operation, and no radar sites were online at the time according to what he had learned from the Air Defense Chief. [lxxv]

The very next day on November 12, 1954, Dr. Perego was encouraged by an alert General de Vincenti immediately put into effect on UFO activity. The General said he had requested the establishment of some visual observation posts. The Italian military, however, either saw nothing or refused to share any sighting information with Dr. Perego because the professor heard nothing more about this supposed military effort. [lxxvi]

Japanese Scientist | UFOs are from another world: In July 1957 the ‘UFO investigator’ shared Dr. Hideo Itakawa, rocket expert, and designer of the World War 2 "Tojo" fighter stated he believed UFOs were from another world. The statement came from the UFO News Report issued by the Flying Saucer Research group in Japan where Dr. Itakawa wrote a chapter in saucers. [lxxvii]

Russians |UFOs chase their Pilots: In 1961 an Italian named Signor Alberto Fenoglio claimed to have met and interviewed a Russian diplomat and a Russian engineer while they were traveling in the West. He shared:

> **“The saucers seem to have shown particular interest in people who were taking flying lessons. Numerous candidates for the Soviet civilian flying license have described how the discs dogged them with extraordinary**

persistence, even following them right back to their airfields." [lxxviii]

UFO Technology beyond the man

Another damning piece of evidence that UFOs are not human-made comes from governments concerned over the advantaged technology used by the visitors.

Russian military officer |UFO technology was beyond the human-made technology of earth: On March 21, 1990, The Chief of the Russian Air Defense Forces, General Igor Maltsev, commented that a 200 meter (328-foot disc) near a Russian highway was beyond terrestrial machine capabilities at the time of the encounter with MIG fighters. In other articles, he was quoted as believing these machines have been able to master gravity. [lxxix]

Russian scientists |UFO technology is beyond man's capabilities: In 1981 during an interview with Henri Gris, Dr. Felix Y. Zigel, Professor of mathematics and astronomy at the Moscow Aviation Institute, made the following comments:

- "We have seen these UFOs over the USSR; the craft of every possible shape: small, big, flattened, spherical.";
- "They can remain stationary in the atmosphere or shoot along at 100,000 kilometers per hour.";
- "They are also able to affect our power resources, halting our electricity generating plants, our radio stations, and our engines, without however leaving any permanent damage.";
- "So, refined a technology can only be the fruit of an intelligence that is indeed far superior to man." [lxxx]

The British Government

Royal Air Force: On July 11, 1954, Air Chief Marshal Lord Dowding of the Royal Air Force Fighter Command stated; "More than

10,000 sightings have been reported, the majority of which cannot be accounted for by any "scientific" explanation.

> **“I am convinced that these objects do exist and that any nation on Earth does not manufacture them. I can, therefore, see no alternative to accepting the theory that they come from some extraterrestrial source.”**

A year later, the ‘New York Post’ on October 4, 1955, mentions two more statements from the Air Chief: "the evidence is overwhelming."

Note: the above statement is very similar to that made by President Truman in 1950. Either Lord Dowding came to the same conclusion on his own "that these are real" or he has had insight given to him from military reports and sources from the United States. [lxxxi]

The Swedish Government

To tell the public about UFOs: On September 23, 1954 a French Deputy submitted a written question to the Secretary of State for Air asking whether the aerial phenomenon is being studied so that the public can be told what is going on.

This is after Police observed three large discs and several other UFO events being seen at Ancona, Italy. [lxxxii]

The Zimbabwe (Africa) Government

Zimbabwe Air Marshall confirms belief: According to research by author Timothy Good on July 22, 1985, a UFO incident occurred at the Bulawayo Airport in Zimbabwe. Air Marshal Azim Daudpota was quoted in a local paper:

> **“This is no ordinary UFO...scores of people saw it. It was no illusion, no deception, no imagination”.**

Timothy Good followed up with his research on this event and received a letter on October 24, 1985, from Air Commodore David Thorne, Director General of Operations in Zimbabwe who stated:

> **“Although not speaking officially, as far as my Air Staff is concerned, we believe implicitly that the unexplained UFOs are from some civilization beyond our planet."** [lxxxiii]

NATO Countries

General Chassin (NATO) offers a warning about UFOs: On April 23, 1958, General L.M. Chassin, General Air Defense Coordinator, Allied Air Forces, Central Europe (NATO), wrote for public consideration an essay that urged an international program of UFO observation and data collection. The following is a very important statement from Chassin.

“It is the business of governments to take a hand if only to avoid the danger of global tragedy such as was revealed by the Soviet complaint to the Security Council recently. For if we persist in refusing to recognize the existence of these unidentified objects, we will end up, one fine day, by mistaking them for the guided missiles of an enemy; and the worst will be upon us.” [lxxxiv]

Comment | Eleven days before President Kennedy was assassinated, he instructed NASA to work with the Russians to coordinate information exchange on probable UFO fleets in order to avoid mistaken Russian bombers or missiles.

French General in NATO | Hush–Hush Probe Investigation Ordered: On July 8, 1953, the Long Island Daily Press published the following story:

> **“Paris-French military brass has ordered a hush-hush probe into a new aerial mystery, a kind of 'flying turret' officially reported by a top-flight air general”.**

“This officer, whose name cannot be revealed, is an armed forces staff member and represents France in the North Atlantic Treaty

Organization." The article written by Paul Ghali reveals:

> **“An experienced pilot, General X testifies that while on a routine flight in an army plane he saw a turret-shaped object streak by at 'tremendous speed." It occurred, he says, over a military airfield near Paris. ‘I was 6,000 feet up, going 250 miles an hour,' he reports, 'when suddenly an object about the shape and dimensions of a small ship's turret, flashed toward me. " Grey- black in color, it passed only a few yards from my plane's wings. 'It moved at tremendous speed, but I was able to turn around enough to keep it in my View.”**

“Amazed,” he continues, 'I followed the course of the dark mass until it disappeared.' “To make sure it was not something dropped by another plane, General X scanned the skies. He saw no other craft.” [lxxxv]

Generals and Government officials witnessing UFOs

Throughout the world, hundreds of Generals and Admirals have reported seeing UFOs. Here are a few examples.

General Dwight Eisenhower sees a UFO: On September 1952: The USS FDR had several UFO events during Operation Mainbrace. During the Mainbrace operations, around 1:30 am Dwight David "Ike," United States Army General and Supreme Commander of the Allied Expeditionary Forces, witnessed a UFO. In 1952 he was aboard the American Aircraft carrier USS FDR during ‘Operation Mainbrace’ when he and several crewmen observed a UFO at close range. According to historian and researcher Grant Cameron a crew member said:

> **“We were north and east of England with the NATO fleet in the North Atlantic. About 1:30 am., through the pouring rain and lightning, this big blue-white light appeared right off the starboard bow. It came down to 100 feet off the water and just hung there as we cruised by it." [lxxxvi]**

Argentinian Naval Officer admits seeing UFO: On May 12, 1962, Captain Luis S. Moreno of the Argentinian Navy admitted he witnessed a UFO in Mar del Plata with an Argentine frigate Captain. Moreno has declared Argentina has been concerned about UFOs since 1952. [lxxxvii]

Former Australian Air Force Chief admits his sighting: The former Royal Australian Air Force Chief, Air Marshal Jones, released his own UFO sighting on October 16, 1957.

> **"Sir George confessed to the press he had been loath to go public because people might think he was getting screwy."**

"However, he insisted, nothing anyone could do would shake him from his belief of what he had seen with own two eyes. The American press failed to pick this up immediately." [lxxxviii]

Updated information on the case: The sighting took place near his home in Mentone, Australia. "According to Jones the UFO was at 1,000 to 1,500 feet above the ground and moved very fast." [lxxxix]

Russian Officer: In March 1964, Air Force Reserve officer S.N. Popov along with three companions witnessed two disks moving one behind the other and then reformed to become a pair. This event occurred in Petropavlovsk, Russia at approximately 11:00 pm. As these objects passed over the men, an intense bluish violet light appeared on them. According to the witnesses, this light made them feel "oppressed as if some natural calamity had occurred, a very unpleasant feeling." [xc]

British General sees UFO: On September 21, 1957, Major General E.A. Sutton wrote the 'Daily', London England: "Sir: I read with considerable interest the story under the headline 'Mystery Object Over London.' "On Tuesday evening I, too, saw an object exactly as described by the resident of Buckhurst Hill, Essex. It was at 10:10 pm when I was in my garden giving my dog her final run. Suddenly the object appeared in the sky, traveling in a south-west to

north-east direction, at an incredible speed, and in complete silence.” [xci]

United Nations

One of the more public organizations to discuss the phenomenon is the United Nations. On several occasions, senior officials have brought the subject of UFOs up at the U.N. to discuss the Topic. It is not known, world leaders have not all agreed, that UFOs should be a topic discussed in every elementary or Highschool as "Math," "Science" and "Biology" when we now know these visitors exist.

As mentioned above, on several occasions the subject of UFOs has been brought up and the United Nations. In the 1970's when the country of Grenada proposed a study, Dr. Hynek's remarks (below) and President Ronald Reagan's speech in 1986. The representatives of all countries have been informed of the UFO reality, yet no one does anything about it for "Global National Security" reasons.

Dr. J. Allen Hynek at the United Nations: On November 27, 1978, Dr. J. Allen Hynek addressed the United Nations on his views about UFOs: “In conclusion, Mr. Chairman, let me once again clearly state that it is my considered opinion, as a scientist who has devoted many years to its study,” that;

> **“the UFO phenomenon is real and not the creation of disturbed minds, and that it has both grave and important implications for science and for the political and social well-being of the peoples of this Earth.”**

“It is, therefore, in my opinion, worthy of cognizance by the United Nations Organization and worthy of study as a phenomenon. I distinguish sharply here, as do my colleagues, between any given theory of the UFO such as, for example, that they originate in some specific solar system, and the phenomenon itself, a situation which would put the cart before the horse.”

“Mr. Chairman, I have not always held the opinion that UFOs were worthy of serious scientific study. I began my work as Scientific

Consultant to the U.S. Air Force as an open skeptic, in the firm belief that we were dealing with a mental aberration and a public nuisance. Only in the face of stubborn facts and data similar to those studied by the French commission have I been forced to change my opinion." [xcii]

Prime Minister Eric Gairy: On October 7, 1976, Prime Minister Eric Gairy addressed to the General Assembly of the United Nations on UFOs. In his address, he states:

> **"one wonders why the existence of UFOs continues to remain a secret to those in whose archives repose useful information and other data."**

"While we appreciate that some countries consider this to be in the interest of military expedience, I now urge that a different view is taken because it is my firm conviction that the world is ready, willing and ripe enough to accept these phenomena." [xciii]

Governments sharing UFO Information

Several government personnel have come forward to acknowledge; the "United States and countries around the world share UFO cases."

Greek scientist admits his government determined the UFOs are not human-made and a world blanket of secrecy is placed in effect: We have already discussed the fact that in 1947 Dr. Paul Santorini a Greek physicist and engineer investigated Unidentified Flying Objects over Greece. When first observing these objects he initially thought the objects might be Soviet Missiles.

Then in 1947, Dr. Santorini confirmed: "We soon established that they were not missiles. Foreign scientists flew to Greece for secret talks with me." According to Raymond Fowler's research, one of those countries that came to Greece were representatives of the U.S.

Government. These representatives were from the "Pentagon and U.S. scientists." Santorini further informed his colleagues that:

> **“a world blanket of secrecy surrounded the UFO question because the authorities were unwilling to admit the existence of a force against which earth had "no possibility of defense.”**

Furthermore, the Greek scientists added: “for the time being, aliens were probably visiting earth to collect plant and animal specimens but that their future purposes, if any, were entirely unknown to us.” xciv

Brazilian Navy provides UFO cases to U.S. Navy: In December 1957 according to Flying Saucer Review, Commander Jose Geraldo Brandao of the Brazilian Navy kept a large classified file about saucers and acted in close agreement with the United States Navy, interchanging information of never-released sightings. Commander Brandao was the Liaison Officer. Brazil exchanged information with the United States through the American Navy attaché. The Brazilian contact was a Commander Jose, Geraldo Brandao. xcv

President Ronald Reagan and President Gorbachev: Before the September 21, 1987 speech at the United Nations General Assembly, President Reagan met with President Gorbachev and asked if Russia would help the U.S. if an advanced race would ever attack the U.S. – President Gorbachev agreed!

For those who have not heard President Reagan’s speech, it is on YouTube. Here is a brief excerpt of the statement:

> **“Our differences worldwide would vanish if we were facing an Alien threat from outside this world and yet I ask you, is not an Alien force already among us."**

Reagan mentions in another video, of conversations with Gorbachev and how our countries would unite by forgetting our differences to come together. xcvi

On February 17, 1987, it was General Secretary Gorbachev who confirmed that during Geneva talks with President Reagan (on December 4, 1985), the following:

> **"At our meeting in Geneva, the U.S. President said that if the earth faced an invasion by extraterrestrials, the United States and the Soviet Union would join forces to repel such an invasion. I shall not dispute the hypothesis, though I think it's early to worry about such an intrusion."** **xcvii**

Spanish Air Force General admits international exchange of Information on UFOs: In 1976 Carlos Castro Cavero, General in the Spanish Air Force and former Commander of Spain's Third Aerial Region while being interviewed stated:

"Everything is in the process of investigation both in the United States and in Spain, as well as in the rest of the world... Look, as a General, as a military man, I have the same position as the one officially held by the Ministry [of Defense]".

"Now, from a personal position, as Carlos Castro Cavero, I believe that UFOs are spaceships or extraterrestrial craft... The nations of the world are currently working together in the investigation of the UFO phenomenon. There is an international exchange of data. Maybe when this group of nations acquires more precise and definite information, it will be possible to release the news to the world." xcviii

- **Note 1:** During the same interview, the General described a daytime UFO sighting at his ranch near Zaragoza: "I have observed one [UFO] for more than an hour... It was an extremely bright object, which remained stationary there for that length of time and then shot off towards Egea de Los Caballeros, covering the distance of twenty kilometers in less than two seconds. No human device is capable of such a speed."

- **Note 2**: He added that the Spanish Air Ministry investigated UFO cases, including instances in which pilots had flown alongside UFOs, but when they tried to get closer, the UFOs moved away at fantastic speeds. The investigations were kept confidential at the time, but in 1992 the Spanish Air Force finally began to declassify its UFO files systematically'.

Russia and the United States enter agreement recognizing UFOs could be mistaken as bombers and missiles avoiding World War III: On September 30, 1971, according to Dr. Roberto Pinotto (C.U.N. - Centro Ufologico Nazionale – Italian National UFO Centre, Milan) an agreement between Russia and the United States was signed in Moscow. This signed agreement according to the article in the Flying Saucer Review reveals two concerns:

1. avoiding the accidental outbreak of war between the U.S. and U.S.S.R through faulty interpretations of UFO's as ballistic missiles; and
2. that both countries agree about hiding the truth about UFOs from the public.

This signed agreement came into existence eight years after President Kennedy asked NASA to work with Russian scientists in 1963 to avoid a potential calamity over UFOs misidentified as missiles. [xcix]

Russia and The United States Sign agreement on UFOs

The 1977 edition of "Arms Control and Disarmament Agreements - Texts and History of Negotiations", published by the U.S. Arms Control & Disarmament Agency, includes a chapter called, "Agreement On Measures To Reduce The Risk Of Outbreak Of Nuclear War Between The United States And The Union Of Soviet Socialist Republics."

This section includes a statement about "arrangements for immediate notification should a risk of nuclear war arise from such incidents, from detection of unidentified objects on early warning systems or any accidental, unauthorized, or other unexplained incident involving a possible detonation of a nuclear weapon" of course, "unidentified object" is a broad term here, potentially including aircraft and" natural" radar targets (but the implications are provocative! - Ed.). The Agreement was signed in Washington in September 1971. [c]

Official denials continue

Japanese Government: Japanese Prime Minister Shinzo Abe and his Cabinet staff stated on February 27, 2018, after Seiji Osaka, a Lower House member of the opposition Constitutional Democratic Party of Japan, petitioned the Japanese government to disclose any information it had concerning the study of UFOs.

Osaka's inquiry was in direct response to the American government's secretive "Advanced Aviation Threat Identification Program" made public in 2017. While the request was made in the interests of the freedom of information, Abe's response was characteristic of most official responses to UFO issues.

The Japanese government's official response stated that the existence of UFOs "has not been confirmed" and military and governmental leaders "have not made any particular consideration of how to respond should one fly into Japan." One elected official, Chief Cabinet Secretary Nobutaka Machimura, disagreed, however, telling the press that while "the official response from the government is extremely stereotypical, I believe (UFOs) exist." [ci]

Japan and UFOs: On July 16, 1976, about 6:30 pm seven staff members of the National Police Agency criminal investigation section (Tokyo, Japan) saw an unidentified object that circled over the Imperial Palace. The UFO circled at a low altitude for about ten minutes, was about 400 yards from the police building and then flew out of sight. [cii]

TIC-TAC 2004
First UFO evidence released to Americans
The Pentagon Releases Film

In perhaps the first of its kind, since 1952, The Pentagon agreed to release evidence of UFOs over U.S. soil. The following account was densely covered in many newspapers and blogs in 2017. The story involves an aerial encounter with a UFO and two U.S. Navy F-18s.

TIC-TAC 2004: writer Billy Perrigo on December 19, 2017, posted the following excerpt from two F-18 pilots chasing a UFO. U.S Navy Pilot says “Out of This World”.

We all heard about the 2004 F-18 jet chase of a UFO off San Diego on the news in 2018. A video was released showing the UFO in the distance as the pilots discussed the unusual object.

Perrigo writes: “David Fravor, a former squadron leader who worked as a Navy pilot for 18 years, said on Monday he was on a routine training mission off the coast of California in 2004 when his unit was directed to go and examine strange unidentified objects that were descending from 80,000 to 20,000 feet, and then disappearing.”

> **“Upon flying 60 miles to the location, Fravor says he saw a tic-tac shaped object, "40 feet long with no wings, just hanging close to the water," in an interview with the Washington Post on Monday. He said it created a disturbance on the water uncharacteristic of a helicopter or a plane and moved rapidly.”**

“As I get closer, as my nose is starting to pull back up, it accelerates, and it's gone," he told the Post. "Faster than I'd ever

seen anything in my life. We turn around, say let's see what's in the water, and there's nothing. Just blue water."

> **"I can tell you; I think it was not from this world," Fravor told ABC News, also on Monday. "I'm not crazy, haven't been drinking. It was after 18 years of flying, I've seen pretty much about everything that I can see in that realm, and this was nothing close."** [ciii]

Conclusion of Chapter 2

In this first and second chapter of this book, we discussed topics ranging from military and government leaders knowing the reality of UFOs to that of individual studies performed by scientists.

We also learned that governments around the world share information between them to help understand the phenomena.

Regardless of the global government exchange of information and belief the human population should be naive, that still leaves the question, "how are government leaders going to help us understand what we should know about the matter?

The people know these ships and their alien pilots and crews exist - it's no longer necessary to withhold the truth form the public.

In fact, with-holding the truth proves those in power cannot be trusted with defending the safety of the people (on this planet) when a hostile force could injure or kill any one of us!

What is missing here is a global policy to educate the entire planet citizenship on this phenomenon so we understand our new place in the Universe.

> **The first thing everyone should know is our agreement with Russia. That is, we will to come together to defend earth in case of attack. If the document is official "its official" right?**

For those of various religious faiths, over 90 percent of the world religions already believe in a Supreme being. For Christian, Muslim

and Judaic theologies, we already understand we were not alone in the Universe.

The three main religious groups Christian, Islam, and Judaism believe God created Angels and Man. Some of these same religions have already gone one step further, that is, God created other beings (Extraterrestrials) in other solar systems between the time the Creator made angels and man.

This appears to be the reason why there are different alien species with advanced technologies. That is, they are an older species and had more time to develop their cultures and technologies. Man, on Earth is a much younger humanoid species.

As mentioned, National Security protocols implemented by each government appears to be the main reason to withhold the information from the public.

These protocols, if you will harm the public, by not sharing which species are friendly versus those that are hostile.

Humans know the dangers of a grizzly bear, diamondback rattlesnake or a great white shark. We do not know the dangers of the Greys or Nordics. I call upon the United Nations and governments around the world to come forth with a pamphlet educating the people on which species to avoid. This would be in the interest of every citizen in each government in the world.

Chapter 3: Photographic Evidence of UFOs / UAPs

“Pictures were not released to the public for fear of public panic”

UFO / UAP EVIDENCE

1956 Natal Africa

1967 Woonsocket, Rhode Island

People ask me from time to time, ‘why isn't there any good photographs of UFOs on the web”? Furthermore, they explain to me - all the pictures on the Web are blurry!

First, all UFO photographs taken by military forces (around the world) are classified "top secret." Under the premise of global national security, most if not all countries have agreed not to release the best pictures to the public. Whether a photograph or movie film was taken by gun cameras or cameras at sensitive military sites, we are not permitted to see these.

If pictures are released, the quality is usually very poor. Project blue book has a few pictures of UFOs on file, however, they are poor quality.

Second, this leads us to one source for UFO pictures – that is- You and Me (“civilians”). Most photographs taken by civilians are conducted on a rush basis with inferior cameras (e.g. “mobile phones”). Since UFOs can fly over 12,000 miles per hour, the image is blurred. In essence, photographic images taken by you and me are blurry as the UFO’s speed exceeds the action settings on our cameras.

So, the moral of this story is simple, if we were given access to the worlds (military) photographic library of UFOs we would in all likelihood be "stunned" by the beauty and sophistication of these extraterrestrial ships.

Furthermore, we would also be privy to the appearance of alien pilots and crews. In this chapter, we will focus on other countries around the world.

There is one caveat to my points above, the recent release of Tic-Tac video released in 2017 of the F-18 jets engaged in the UFO intercept during a 2004 chase off San Diego was good quality. We hope to see more of these in the future.

Antarctica

Antarctica: The Chilean Navy film UFOs above their vessels: On February 23, 1949, an Antarctic expedition led by the Chilean Government, filmed hundreds of feet film of “UFOs” circling above their naval vessels. Major Donald Keyhoe in his book, *“Flying Saucers are Real”* revealed comments from Naval Commander Orrego:

> **"During the bright Antarctic night," ... "we saw flying saucers, one above the other, turning at tremendous speeds. We have photographs to prove what we saw."**

Well, where are the photographs? In researching this case, I came quickly came to understand the following reality.

> **“All governments have perfect footage of UFOs. These photographs were taken with sophisticated equipment. You and I are not allowed to see them.”**

In this above Chilean film footage case, the host U.S. Air Force Project Blue Book file indicated photos were taken in 1948 - however, the pictures were absent in the file. We ask, why did the Air Force remove the photographs from the file? National Security? – Can we see them today?

Antarctica: The Chilean Navy: On July 3, 1965, a UFO was filmed performing extraordinary maneuvers in the skies over Antarctica. The UFO was seen by scientific witnesses. During this event, the scientists were able to gather ten color photographs, record electromagnetic effects, and instrumental data. '*The Boston Globe'* on July 9, 1965, the '*New York Post'* of July 7 and the '*New York Times'* carried articles about this sighting and the UFO footage.

> **Three different government military personnel and scientists from Argentina, Britain, and Chile confirmed flying celestial bodies were observed for about 20 minutes.**

"At the Chilean station, it was confirmed a "lens-shaped flying object" was seen. According to the '*Boston Globe'* article, a Lt. Daniel Perisse commander of Naval detachment at Deception Island stated:

> **"The characteristics of the object and its movement show that it was neither balloon, nor star, nor aircraft."**

Mario Jahn Barrera the Chilean base commander stated:

> **"Argentinean Navy personnel at two separate Antarctic bases photographed the lens-shaped object. The object's color was mainly red and green but would at times change to yellow, blue and green and white. The object was silent moved eastward and at times makes a westward movement."**

The UFO desired to hover over the bases and watch the men as they conducted their experiments on the ground. In essence "observe man" in action. Finally, it was reported that the British had noticed geomagnetic instruments would go wild when the object zigzagged near the base for a 10-minute period. Finally, Mario John Barrera told the Defense Ministry: "all of us saw a flying saucer, one of these science fiction things." Author and researcher Richard Hall of NICAP noted:

“There appears to be apparent official secrecy since the photographs, scientific data, and witness reports have never been made public. Personal efforts by the author to obtain analysis reports through embassies in Washington, D.C., were unsuccessful. Special significance: Multiple scientific witnesses and simultaneous instrumental and photographic confirmation.” **civ**

Note 1: Two years later, Dr. Werner Von Braun and several other NASA management personnel traveled to Antarctica on an expedition in January (7th, 1967). It was mentioned Von Braun went to Antarctica to collect fallen meteorite samples and study one of the most hostile environments on earth. His team was said to investigate the men who had set up a base, and his specialists examined the microbial life and men's sleep patterns for space travel. Other researchers have postulated; Dr. Von Braun may have gone to witness the object(s) observed by the British, Argentine and Chilean military two years earlier.

Note 2: Regarding the Antarctica UFO’s, Captain Engineer Omar R. Pagani, Director of the Argentine Navy UFO was part of the investigation team in the 1960s.

As a result of a series of observations at the Argentine and Chilean meteorological stations on Deception Island, Antarctica, in June and July 1965, Captain Pagani disclosed at a press conference that:

“The unidentified flying objects do exist. Their presence and intelligent displacement in the Argentine airspace has been proven. Their nature and origin are unknown, and no judgment is made about them.” **cv**

Note 3: In researching U.S. Air Force Bluebook records we determined a second Antarctic event occurred. The date was May 1, 1949. The note indicated the file case was missing! In the observer column it states "Military" and in the evaluation column space is blank. This intrigues me greatly. Was this event "case missing" having

anything to do with the famous "Admiral Byrd" military expedition where he discussed "flying objects" coming over the South Pole almost 15 years earlier?" [cvi]

Note 4: According to author Major Ed Keyhoe, the Antarctic sighting was not small objects, but in fact "huge flying saucers" evidenced in motion pictures taken at the time and reported by the Secretary of the Argentine Navy shared;

> **"The reason these motion pictures were not released to the public was the fear of public panic."** [cvii]

Note 5: In October a '*Boston Globe'* article written by Sumner Barton, announced a new 10-million-dollar program had been underway in Antarctica "solving the mysteries that lie beneath and over the ice-covered, barren outpost of the world." This article points out a new base (the seventh) sponsored by the United States will be manned by four scientists and four U.S. Navy personnel including a doctor. [cviii]

Note 6: In an update to the above event, NICAP published a few more facts. The incident occurred in July. However, another incident happened on June 18th. In the case of the third of July, the team encountered an object that accelerated and maneuvered at tremendous speeds. Before it left the area, it was tracked on the theodolite as well as watched through binoculars. The UFO caused strong interference with variometers used to measure the earth's magnetic fields. The device was registered on the magnetic tapes. On the July 18 sighting the UFO caused strong interference with radio communications. [cix]

Australia

Melbourne, Australia: On April 22, 1966, around 2:21 pm an engineering student observed and photographed a UFO over Melbourne. The UFO looked like a spinning top (round at the top and flat on the bottom). It was 20 to 35 feet in diameter and about 150 feet up in the air. It came down towards him then seconds later it took

off. However, the UFO made a boom similar to the sound jets make. [cx]

Austria

Vienna, Austria: On March 2, 1960 Edgar Schedelbauer, a photographer, for the Vienna newspaper "*Wiener Montag*" was able to capture a UFO. According to the *UFO Investigator* the floating craft was 45 feet from the ground. He said while taking the photograph "he felt the heat pouring from the strange machine." He also shared, the UFO took off "with rapid acceleration" and disappeared. [cxi]

Belgium

Petit-Rechain, Belgium: On April 4, 1990, a young man was able to take a photograph of a UFO at Petit-Rechain, Belgium. According to the case, a young man took the pictures and through a friend the photos were published. The photographs are of the bottom of the triangular craft.

If you want to see these go to the following site:
Go to http://www.nicap.org/petit.htm.

Brazil

Santos, Brazil: In December 1957 according to '*Flying Saucer Magazine'*, Dr. Achilles Grecco near Santos, Brazil took photographs of a 50-meter disc. The photographs were excellent, and large reproductions were declared "authentic." [cxii]

Trindade Island: On January 16, 1958 several photographs were taken of a UFO observing a Brazilian Navy Ship on the Island of Trindade. Photographer Almiro Baraun, sighted and photographed

Saturn-shaped object maneuvering over Trindade Island. There is a vast amount of information on this subject at the NICAP.org site**.** [cxiii]

Canada

McCleod, Alberta, Canada: On August 27, 1956, two Royal Canadian Air Force pilots in four F86 Sabre Jets observed a UFO near McCleod, Alberta, Canada. The planes were over the Canadian Rockies at 36,000 feet when one of the pilots saw a "bright light which was sharply defined and disk-shaped," that resembled "a shiny silver dollar sitting horizontal," situated below the planes but above a thick layer of clouds."

> **"The first pilot to notice the object reported the observation to the flight leader and then took a photograph on a Kodachrome color slide."**

The case and photograph were subsequently analyzed by Dr. Bruce Maccabee. Dr. Maccabee had "presented an argument against the propositions that the phenomenon is due either a reflection of sunlight by the clouds or lightning. From the available data, Maccabee estimated the luminosity of the object (the power output within the spectral range of the film) to be many megawatts." [cxiv]

Chile

Santiago, Chile: On February 23, 1950, a Chilean naval officer said that a group of Antarctic explorers under his command obtained photographs of flying saucers at the Chilean Antarctic base of Arthur Prat.

> **"Commander Augusto Vars Orrego, head of the base, said on several occasions during the bright Antarctic night he and his men saw flying saucers one above the other turning at tremendous speeds."**

He shared we "don't think that this was an optical illusion. We have corroboration of what we saw from photographs taken of the phenomena." The Chilean Embassy in Washington D.C. told NICAP researcher Donald E. Keyhoe the pictures were classified. [cxv]

Chilean Navy films discs over Base in Antarctica: In July 1965 the filming of UFOs from the military branch from another country made front page news around the globe. We happened to have excerpts from the '*Dallas Morning News'* and the *'Boston Globe'*. However, more detailed information can be gleaned from other articles at NICAP.org.

It was July 3, 1965, when the Chilean base, in the Antarctic, armed with movie cameras were able to prove the existence of UFOs as they filmed the objects over their Naval Base. "Naval Headquarters at Buenos Aires confirmed film was taken of the flying object. According to the Chilean Base Commander Mario Jahn Barrera, the object was seen for 20 minutes as it changed color from "yellowish red, to green, yellow and orange."

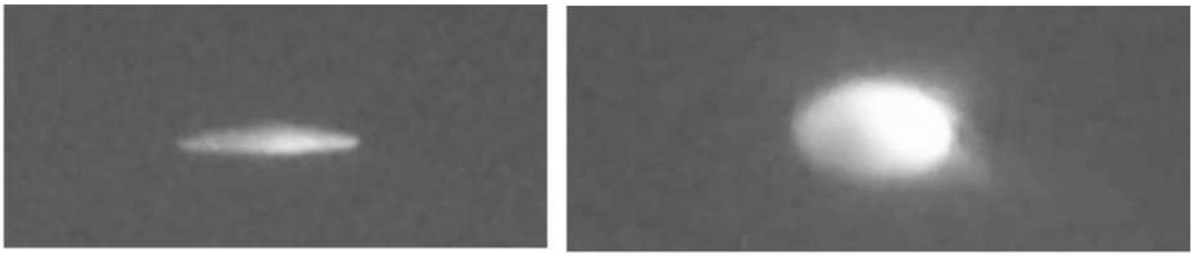
Commander Barrera confirmed that whatever it was: "it was something real, an object that moved at amazing speed, maneuvered quickly and gave off a blue-green sheen." While flying overhead the UFO:

- "caused interference in the electromagnetic apparatus at the Argentine base";
- "would zigzag quickly. Then it stopped";
- was yellowish and orange";

The men promptly reached for field glasses and telescopes to watch it for 20 minutes. Commander Barrera said: "we took color pictures of the object." When asked what he thought it was an aircraft, Jahn said: "I don't think so. I am an Air Force man, and from what I know about aircraft there is nothing like it, because of its shape, the speed, and maneuverability." From the '*Boston Daily Globe'*, Commander Mario Jahn Barrera told the Defense Ministry by radio:

“that it would be too much to say that “all of us saw a flying saucer, one of these science fiction things.” “it was something real, an object that moved at fantastic speed, maneuvered quickly and gave off a blue-green sheen. It also caused interference in the electromagnetic apparatus of an Argentine base which is facing ours on a nearby small island.”

UFO / UAP EVIDENCE



2013 CHILE - DISC OVER COPPER MINE

SAME OBJECT DIFFERENT ANGLE - "EGG"

The *Globe* shared: “Jahn said a corporal took color pictures, but there are no facilities for developing the film. The men must wait for eight months to be relieved to have the film develop on the mainland.” He confirmed: “I can say it was not a star because its movement was rapid and continuous. Lt Daniel Perisse, in command of a naval detachment at Deception (Antarctic)” shared:

“The characteristics of the object and its movement show that it was neither balloon, nor start, nor aircraft. The object was seen under weather condition that could be considered exceptional at this time of year: a clear sky, some isolated stratocumulus, the moon visible in the waning quarter.” **cxvi**

Andes Mountain, Chile: On February 14, 2010 a UFO was photographed in Chile. According to NICAP.org: The three witnesses were driving in a pickup truck headed for a Sunday picnic when they

came across a UFO. One of the witnesses was able to take sixteen medium and high resolution, digital photos in the Andes Mountains.

A few of these photographs show the solar disc, cumulus clouds, reddish clouds at a higher altitude, and an angularly small and unusual image that appeared in one picture. Researcher Richard F. Haines conducted a Photo analysis and shared;

> **"there was one a symmetrical, apparently solid object with several interesting surface details present in the one photo and no evidence of a hoax."**

"The location of the object was indicated to be on or near a Chilean commercial airway and mighty have posed a threat to flight safety under certain operational conditions." cxvii

Costa Rica

Costa Rican Government: On September 1, 1971, the Costa Rican Government during an aerial mapping exercise of a region of Arenal over Lago de Cote, capture the image of a disc-shaped image approximately 201 meters (683 feet in diameter). When this article was written, further study was being conducted. I can only say after looking at these pictures myself its either extraterrestrial or someone has built something very unconventional. No visible means of propulsion is observed in the photo. The craft looks like a perfectly circular "flying saucer. cxviii

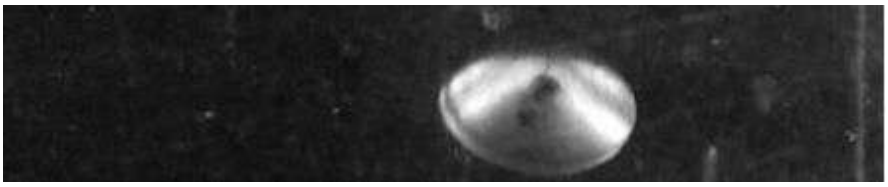


Figure 2 - Image of Costa Rica Disc, [ii]

Cuba

UFO photographed in Cuba: On July 17, 1952 at 11:20 am an amateur photographer while standing on his terrace photographed a

UFO in Matanzas Cuba.

While looking up the photographer witnesses a UFO hovering at 1,200 feet. The UFO was circular and orbiting the southern part of town. The object had a conical shape and sun reflected off its silver metallic surface.

> **“The UFO was first in a vertical position, then it shot off at a tremendous speed for 400 meters. Then it stopped and changed to a horizontal position.”**

Taking his camera, he made an entire roll of film of the object. A policeman nearby confirmed he was a witness to the incident. The Air Force stated they did not receive the photographs. From the files the photographs were turned over to the Cuban Army general Staff and kept them. They were never sent to the U.S. Air Force. My guess is the Cubans did not want to share the photographs. [cxix]

UFO photograph | Guantanamo Bay, Cuba: On April 21, 1960 a U.S. soldier at Guantanamo Bay, Cuba photographed a UFO. The photo was taken with a Zeiss Ikonette 35 mm camera and did not notice the UFO at the time. The Air Force concluded the witness photographed a "probable reflection". The Air Force indicated the soldier took the photo from inside a building and might have caused a reflection on the film. [cxx]

However, there is no report in the file from the soldier he took the picture from inside a building.

The UFO is found in the fold3.com website at:
Go to: https://www.fold3.com/image/6975749.

The UFO appears to be a “white disc” in the upper left section of the photograph near clouds.

Denmark

Operation Mainbrace | Danish Destroyer Willemoes: The *Morning Avalanche* newspaper informs the public that on September 13, 1952, Lt. Commander Smidt-Jensen second in command of the Danish Destroyer Willemoes reported a mysterious glowing object moving across the sky at high-speed north of the island of Bornholm.

The triangle shaped object heading southeast was traveling at 932 miles an hour (1,500 kilometers) was said to have a bluish glow. The vessel Willemoes was participating in the big NATO maneuver called Mainbrace. Operation Mainbrace was a joint NATO exercise where over eight countries participated over a 12-day period. During the maneuvers over five separate UFO reports were recorded. These were:

- September 13: above case;
- September 19: silver disc followed British Meteor Jet at Topcliffe, Yorkshire, England.;
- September 20: hovering silver sphere photographed over U.S.S. Franklin D. Roosevelt;
- September 20: silver UFO passed over Danish fleet-Denmark, Karup Field;
- September 21: six British pilots in RAF jets gave chase to a silver sphere as it approached the fleet, the UFO then turned and chased the planes.;
- September 27/28 cigar-shaped ship and satellite objects were reported over Western Germany and Denmark. [cxxi]

Egypt

Behnay, Egypt: On October 5, 1954; an Egyptian military officer photographed a "rotating saucer." According to author Harold Wilkins, a village near the Suez Canal, East Kantara, was the site of a "rotating sauce." A formal report by a Lt. Tewrik of the Egyptian military, snapped a picture and sent a print to the Egyptian Army Public Relations office. The photo might have been the reason a local

military commander, Admiral Youssef Hammad, requested pilots flying over Cairo to keep an eye out for any strange phenomena. [cxxii]

France

France: On May 6, 1953 several photographs of a UFO over France were taken and placed in the U.S. Air Force files with no written report.

The Actual Photo is at
https://www.fold3.com/image/7275570. [cxxiii]

France: On March 23, 1974 a UFO was photographed by a French Medical Doctor. The UFO appeared in Tavernes in the department in Var, during a major UFO flap over France. [cxxiv]

Germany

Bad Hersfeld, Germany: On August 8, 1954 a photo of a disc was made at Bad Hersfeld, Germany over a factory. A German factory worker took photographs of the disc showing its undercarriage. The photo was published in the local paper. According to the article, the object had a dome with landing gears. [cxxv]

Italy

Italy: On September 26, 1960 around 2:00 pm a civilian took a picture of three (3) UFOs in flight. According to the photographer the UFOs were 15 meters in diameter. The photographs were initially sent to NASA and then forwarded from there to the U.S. Air Force at Wright Patterson Air Force Base in Dayton, Ohio. [cxxvi]

The Air Force concluded the photographs were a “probable hoax” though no proof was put forward to confirm that hypothesis. Though a hoax can be perpetrated and has in some cases, these photographs do not appear doctored. The UFOs look like three “black hats”.

Turin, Italy: On December 4, 1973 citizens of the industrial city of Turin, Italy reported seeing an object hovering over their town during the night of December 4th. The UFO was visible to the naked eye and seemed to rest motionless while rotating on its axis. When police reached the scene the object suddenly shot upwards at high speed and disappeared. Approximately one week before this sighting the sports editor of the respected Turin newspaper, *La Stampa*, had managed to film a similar object. The film reveals the presence of a saucer-shaped object. The NATO office in Rome has ruled out the possibility of the UFO being U.S. or Soviet. [cxxvii]

Japan

Japan: According to the *Flying Saucer Review*, on January 17, 1957 Mr. Yusuke J. Matsumura took the first UFO photograph in Japan. “At 10:47 am Mr. Matsumura stepped out of the door of his house, with the intention of going to Tokyo. Then he saw a flash in the heavens. There appeared a metallic silvery object low down in the sky and very near to his house. Matsumura estimated the saucer to be approximately 20-30 feet in diameter. It hovered in the same position for about 2 minutes at an altitude of 70 feet. Then it shot off at a very high speed.” [cxxviii]

Fujisawaw City, Japan: On August 20, 1957 around 11:28 am Mr. Shinichi Takeda of Fujisawaw City, Japan photographed a cigar shaped UFO among the clouds near Enoshima Miami Beach. The photo was provided by Yusuke Matsumura. The wonderful photograph can be found in the January 1958 ‘*Flying Saucer Review’*. [cxxix]

Mexico

Disc filmed | Mexico City Airport: On March 16, 1950, a motion picture company was shooting movies during the day when the crew captured a shiny, fast-moving aerial object over Mexico City. The local paper mentioned, hundreds of people witnessed the UFO hover over the Central Airport at noon before it whizzed out of sight at high speed.

The cameramen shot scenes in color and black and white film. They agreed to turn over the film to the U.S. and Mexican governments for further study. The *‘San Antonio Express’* shared with its readers that Homer Davies, Columbia Pictures publicists said he saw the flying disc over the airport on Thursday three separate times. The paper quotes are:

- “it wasn't the planet Venus, or a star, as some scientists believe.";
- “It was a shiny object that remained practically motionless over the airport for several minutes”;

- “Then it moved from left to the right in the sky. I lost sight of it several times but located it again”;
- “Our cameramen shot the object with 16 millimeters, telephoto lens cameras.”

According to the local papers, this was the third time in four day; saucers had been sighted over Mexico City.

Homer Davies said the color film would have to be developed in the United States as the professional cameraman ruined the black and white photos developed from negatives yesterday. In this UFO case it would have been nice to have the pictures in the file, however, as usual, the developed film was not to be found. Perhaps they were so good; even the U.S. Air Force did not believe it!

We can assume these photographs rest in some archived classified file in Maryland, DC or Virginia. cxxx

Peru

Madre de Dios section of Peru: Author James W. Moseley writes: “on July 19, 1952 in Lima I met Sr. Pedro Bardi, who is an agricultural engineer. While on a farm in the Madre de Dios section of Peru, he and others saw a saucer. It was about 4:30 pm and they were talking to Lima by radio. Suddenly the radio went dead (i.e., they could not receive or transmit) and they looked out the window to see what the trouble was and saw a round object going by at high speed.” Bardi shared the following facts of the UFO;

- “Its nose was yellow”;
- It was “an electric blue toward the center”;
- It was “pink in the back”;
- It left “a white vapor trail behind it”;
- It was “visible for 20 minutes after the object had passed”;
- It was at “an estimated 1,000 meters altitude”;
- It was “a little smaller than a DC-3”;
- The “object made a buzzing sound as it went by.”

“The speed of the object was known by the fact that it made the 120 kilometers from the farm to Porto Maldonadoo, in 4 minutes.”

“Near Porto Maldonadoo the object was photographed by a man named Domingo Troncoso, who is customs administrator for that Port. He was photographing something else [his children] when the object flew by, and thus had his camera ready.” cxxxi

Updated information on the case: *“Smoke Trailing Disc Reported Over New Zealand Similar to 1952 Peru Case.”* The NICAP website has a photograph of a cigar shaped UFO with a smoking trail over Peru from 1952. The photograph and extracts from the sighting report were reproduced with the permission of James Moseley, editor of “*Saucer News*.”

Figure 3 - Peru UFO 1952,[iii]

In a letter dated August 10, 1957, Mr. Moseley gave NICAP the following account of the incident:

“In Lima I met Señor Pedro Bardi, who is an agricultural engineer. On July 19, 1952, while on a farm in the Madre de Dios section of Peru, he and others saw a saucer. It was about 4:30 p.m. and they were talking to Lima by radio.”

> **“Suddenly, according to Bardi, the radio went dead. They looked out the window and saw a round object going by at high speed. The object was estimated at 100 meters altitude “and was a little smaller than a DC-3, according to Bardi. It made a buzzing sound as it went by.”**

“The object’s speed, Moseley explains, was determined by a report that it was seen four minutes later near Porto Maldonado, 120 kilometers distant. This speed was computed at 1,117 miles per hour.”

The photograph was secured from a customs administrator named Domingo Troncosoo, who said he had taken it as the object flew near the port. Though the photo shows a cigar-shaped object instead of the round shape Bardi described, this could have been due to an elongated effect caused by speed. Moseley told NICAP;

“It seems obvious to me that the photo is genuine.” [cxxxii]

Puerto Rico

Shoreline at NE corner of Ramey AFB, Puerto Rico: On April 16, 1967 between 5:00 am and 6:00 am USAF Airman/2nd Guillermo Padilla and Airman Henry, 72nd Bombardment Wing, SAC, saw a disc-shaped object with two levels and a reddish band slightly above midsection, floating or hovering just above the water.

The UFO went left to right, and back a short distance then rose from right to left, and Padilla took a photo. Object reversed path and disappeared. The photograph in the file looks like a “white egg” that is glowing. [cxxxiii]

United States

The Lubbock Lights, Lubbock, Texas: On August 25, 1951 around 9:10 pm in Lubbock, three professors, teachers from Texas Technological College, Lubbock, Texas, were having an informal Saturday night gathering 'in the backyard of a professor Robinson's Lubbock home on 24th Street.

Three professors were relaxing in chairs in the yard, exchanging comments about a proposed micro-meteorite project to be sponsored by Texas Tech. Dr. Oberg was staring at a particular constellation waiting for a meteor flash when he suddenly spotted some 50 lights approaching in a semi-circular formation.

Dr. Ducker responded: " ... as a 'string crescent formation from the northeast to the southeast at an 'incredible speed.' "The individual objects which made up the formation were indistinct, but gave off a glow, apparently reflected light, possibly from the city below."

spheres" zoom overhead, crossing the arc of the heavens in three seconds, which left no time to estimate the shape or size of the luminous dots. Understandably intrigued by the phenomenon, the professors agreed to wait and watch for any more overflights. Approximately three minutes later a second group of 50 lights in a semi-circular formation flashed overhead. Dr. Ducker would later say:

“Frankly, we were astonished. Moreover, if I had not had confirming witnesses at the time I feel sure I should have said nothing about what I saw, for it is incredible they are not of terrestrial origin (earth) and even more incredible they are from beyond the earth.” cxxxiv

Updated information on the case 1: Coming to the defense of his colleague, the head of Texas Tech's Journalism Department, J. Russell Heitman, remarked that he had sighted a similar flight of lights several nights earlier that matched the description of the phenomenon given by Dr. Ducker and the other two professors.

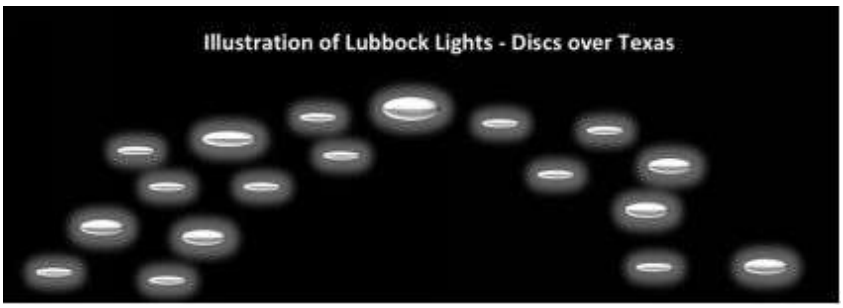


Figure 4 - Illustration of Picture taken of the Lubbock UFOs

Monday four other witnesses came forward to offer supporting testimony to the claims of the Texas Tech professors. Three were housewives who had also been outside that evening talking in a

backyard of a resident on Medlock Avenue. They said they had sighted similar lights flashing through the sky the same time as that mentioned in the newspaper. Likewise, a professor Carl Hemminger, associate professor of German at Texas Tech who lived on Eighth Street, said he too had noticed the mystery lights. [cxxxv]

Updated information on the case 2: Seen by hundreds of people in the Lubbock Texas area, successive formations of about thirty lights each raced silently across the sky at an estimated 1,800 mph at 50,000 feet. According to *Flying Saucer Review* – Carl Hart Jr, took photographs of the objects. [cxxxvi]

Updated information on the case 3: A photograph of the Lubbock lights can be found in books all over the newspapers at the time. [cxxxvii]

Los Angeles, California, USA: On February 25, 1942, at around 2:00 am when a fleet of unknown aircraft invaded U.S. Airspace over Los Angeles, California. Today this case is called the "Battle of Los Angeles." At the time, local newspapers reported Secretary of War: Henry L. Stimson and Secretary of the Navy: Frank Knox provided calming statements to the Nation. As in the prior UFO cases, the U.S. Army initiated a veil of secrecy.

> **"Sometime around 3:16 am anti-aircraft batteries fired on unidentified flying aircraft over portions of Los Angeles. In its morning edition paper, the Los Angeles Examiner shared: The numbers reported by civilian witnesses [were] as high as 50.' Peter Jenkins of the Los Angeles Examiner editorial staff wrote that he saw the V formation of 25 silvery planes overhead moving slowly across the sky toward Long Beach."**

"About 10 minutes later, after the first barrage, the second flight of planes coming from the Santa Monica Mountains also were picked up by the searchlights. Jean Fison in Long Beach said she saw 12 planes drop flares that burned out around 3,000 feet. Some people in

Torrance said they saw as many as 15 planes in a formation; others reported ‘clouds of planes.” [cxxxviii]

Secretary of War Henry L. Stimson confirmed the aerial intrusion of 15 planes over Los Angeles. The newspapers carried the words: *“Stimson Says 15 Planes Over L.A.”.* Navy Secretary Frank Knox, in a direct contradiction to Stimson’s statement, shared: “there were no planes over Los Angeles last night”.

In fact, Knox added; “the whole thing was ‘a false alarm.” Such contrasting statements over this UFO sighting led to the speculation that a Coverup was being staged. The facts of this case became more conflicted as the U.S. government flooded the media with mixed messages.

Some local newspapers were led to believe the objects in the sky were large "Weather Balloons." Other stories suggested "Japanese aircraft" and the possibility of "German aircraft."

The Japanese Government, after World War II, disclosed to the Americans that: "no imperial Japanese aircraft were sent over Los Angeles at that time." Furthermore, there was no proof presented to the public that German or Russian military aircraft had the fuel capacity to enter U.S. Air Space over Los Angeles in 1942.

Finally, the Balloon theory fell apart when army shells (over 1,400 rounds) failed to hit their intended target and bring down the unidentified aerial objects. In fact, a few witnesses claimed a number of the shells bounced off one of the hovering silver objects. The points are:

- “flood lights scanned the skies overhead”;
- “artillery shells from anti-aircraft guns bounced off the silver hovering ship”;
- “our shells failed to penetrate the intended targets.”

One California paper shared: "two unidentified objects had been shot down, and these planes (objects) were later identified as enemy planes." This local newspaper shared both objects had been recovered by our military. The American public had no visible proof

(photographic or otherwise) taken by the military which was then provided to the local newspapers to confirm the statements made by Knox and Stimson. The only photograph printed in the papers at the time was that shown above by the *LA Times*.

In fact, a memo, (retrieved at www.majesticdocuments.com) from Chief of Staff (U.S. Army) George C. Marshall to President Franklin D. Roosevelt dated March 4, 1942, states:

> **"regarding the air raid over Los Angeles it was learned by Army G2 that Rear Admiral Anderson... recovered an unidentified airplane off the coast of California with no bearing on "conventional" explanation... This Headquarters has come to the determination that the mystery airplanes are in fact not earthly and according to secret intelligence sources they are in all probability of interplanetary origin."** **cxxxix**

Operation Mainbrace, U.S.S. FDR: On September 20, 1952 at 4:00 pm a UFO was photographed from U. S. Navy aircraft carrier participating in "Operation Mainbrace," NATO maneuvers. "Personnel of the USS Franklin D. Roosevelt, an aircraft carrier participating in the Mainbrace maneuvers, observed a silvery, spherical object which was also photographed. (The pictures have never been made public).

The UFO was seen moving across the sky behind the fleet. Reporter Wallace Litwin took a series of color photographs, which were examined by Navy Intelligence officers. The weatherman aboard said a balloon was launched at 3:30 pm and it rose up and out of sight in the overcast in about 50 seconds." cxl

You can see the UFO photograph at NICAP.org
Go to: http://www .nicap.org/520920norway-denmark_dir.htm

Westover Air Force Base, Massachusetts, USA: On January 13, 1967 a civilian was taking a picture of a C-141 landing when he spotted two small cigar ships or discs. According to the photographer the images of the crafts were not visible at the time of filming the C-141. According to him he was following the C-141 when the images

appeared behind the plane as it landed. The Air Force concluded the image appears to be “probable reflection” caused by an artificial light or double exposure. [cxli]

Holloman Air Force Base, “danger area” (silver sphere): On August 4, 1952 a Utilities Operations and Plant director for Holloman Air Force Base and Electrical Foreman reported they saw a UFO at Holloman Air Force Base. It was around 4:00 pm and he was in a truck near the water tower of the base when he saw the UFO. In the file he shared that he noticed the object going too fast, so he stopped the truck to get a better look. As he got out he noticed the object now circling 3 or 4 times. He determined it was no balloon because the object was going too fast for a balloon. He then called a colleague to confirm his sighting. He further mentioned the object was going faster than a jet as it circled the area.

The file shares the object was silver in color. It emitted no sound and had no exhaust of propulsions system. He watched the object for 3 to 5 minutes. A photo can be seen in the Fold3 file. An illustration of the black UFO is below.

Figure 2 – Illustration of Black Sphere taken at Air Base, actual photo can be seen in the U.S. Air Force File at Fold3.com

The Air Force made an error on the file as the date shows August 25, versus August 4. However, they concluded the object was “unknown”. [cxlii]

Glowing Egg-craft |Roswell Airfield, New Mexico: On March 21, 1964 an officer at Roswell Air Force base was taking pictures of birds at dusk when he saw a UFO. Using a Japanese built camera, he took a photograph of the object and reported the sighting to the proper superiors.

The file reports the photographer believed the object was metallic or chrome looking in color as the sun reflected off its surface. He described the shape as a “oval shaped silver platter.” He shared there was no sound coming from the object and it was moving some south to the north.

The file contains many images of this object. The Air Force labeled this object “insufficient data for evaluation”. [cxliii]

You can see the photo of this object in the Air Force files.

Lake Norman, North Carolina: In October 1965, three UFOs were photographed traveling in a formation over the McGuire Nuclear Power Plant on Lake Norman, North Carolina. A pilot and passenger were on an aerial photography mission and took a picture of the three (3) objects as they flew in formation. These three flying devices were only 100 feet below their plane. The image was never published. This and other cases were reviewed by George Fawcett and Larry Hatch and can be found at the NICAP website. [cxliv]

U.S. Jets special UFO cameras

Journalist Dorothy Kilgallen tells us on February 6, 1954, “Don't expect them to admit it, but the Air Force has outfitted whole interceptor squadrons with special cameras in another attempt to grab a photo of a flying saucer.” [cxlv]

Dr. James McDonald was talking to Gordon Lore: “Lore mentioned Sperry-Rand program of 1954 involving four instrumented aircraft equipped to search for UFOs. Later learned this was a mistake to release.” [cxlvi]

South Dakota: USA: On November 25, 1956, Don Kelm and Jack Peters of the South Dakota Highway Patrol observed an egg-shaped craft hovering alongside the road on Highway 34. The object was egg-shaped and gave off a red light that illuminated the highway. The UFO took off, and the officers pursued the UFO in their cruiser. The chase lasted six miles with the object remained in front of the cruiser, crisscrossing the highway (back and forth) until it took off. The UFO was silent and gave off no exhaust. The police took a few

photographs which turned out to be half-moon shaped. The moon was also in the photograph. cxlvii

Hollywood Producers Clarence Greene and Russell House release movie on two UFO cases: On April 23, 1956, according to UP, what was described as official Pentagon movies of the unidentified flying object was previewed for the press today and so-called flying saucers proved to be bright, white and highly elusive. The real meat of the 90 minutes movie is a few seconds of the sketchy filming of shiny objects against a blue sky. “The producers declined to explain how the films were released to them. Film No.1 was the Nicholas Mariana," baseball park” case of August 15, 1950, at Great Falls Montana. The film shows two white spherical objects moving laterally and at the same distance from each other. Film No.2 was the 7 to 16 white objects filmed by Navy Chief Photographer Delbert C. Newhouse, in the Utah desert on July 2, 1952. These objects appear to be inverted saucers. The movie title was: "Unidentified Flying Objects.” The Pentagon declared the objects filmed were neither aircraft, balloons nor birds. cxlviii

Holloman Air Force Base: On October 16, 1957 a nurse with the Bureau of Indian Affairs captures an egg-shaped UFO. The Nurse’s named was Ella Louise Fortune. Analysis of the photograph revealed the object was more tubular than saucer shaped. APRO research personnel submitted the photo to the U.S. Air Force and gave their opinion that the object was anything but conventional aircraft. The Air Force concluded the object photographed was a “lenticular alto cumulus cloud”. However, if you read the analysis by the scientists and Coral Lorenzen (APRO), there could be no lenticular clouds in this section of the desert as a result of its aridity. The photograph of this giant egg-shaped object is a subject of discussion today. cxlix

CBS TV films a UFO, New Mexico, USA: On November 3, 1957 according to APRO, at 7:30 pm CBS-TV cameraman Russell B. Day captured a UFO on film at Deming New Mexico. Mr. Day had been on

top of the fire station of the G.O.C. Tower looking for the UFOs. Three other witnesses were present when a bright round yellow object came into view. The UFO reportedly was bigger than the bright planets but smaller than the moon. It maneuvered in the area and changed from yellow to orange in color. The CBS-TV cameraman was able to film over 35 to 40 feet of this moving object. At 8:00 pm a family of four (The Clear Family), was followed in their automobile by the same type object on State Road 26 for 15 miles. cl

Yellowstone Park USA: On September 1, 1958, Mr. Ken Barton was taking pictures if the Old Faithfull geyser at Yellowstone when a UFO appeared in one of the images. The egg-shaped object seems to be passing by the geyser just as it is emitting water. The beautiful shot can be found in the January 1958 '*Flying Saucer Review'*. cli

Conclusion of Chapter 3

If interested in seeing more UFOs, several other famous U.S. cases can be read on the world wide web: 1) San Diego, California, USA: Tic Tac – November 14, 2004 – see NICAP; 2) Chicago, O'Hare Airport, USA: 2006; 3) Phoenix Arizona Lights, USA: March 13, 2007; 4) Police Officer records UFOs Milwaukee, WI July 2015.

Chapter 4: Humans shoot UFOs / UAPS

“Mr. Booth pulled out his pistol and shot at the object”

When asked by others why UFOs do not land on the white house lawn, the answer is simple – humans will likely kill or severally wound the visitors. This response by humans toward aliens is based on fear.

We know from thousands of UFO / UAP incidents that the alien occupants carry out stealth missions (at night) studying the human population.

The reason for their desire to conduct stealth studies appears to be the unpredictable nature of the human response to their presence.

For example, we have over 20 known cases where humans (including police officers) pulled out pistols or rifles and open fired on the UFO / UAP as it hovered near their home, car, or barn.

We also have hundreds of UFO cases in Project Blue Book and additional military / civilian sources. Military pilots were told to use missiles, rockets, and machine guns to shoot down the UFOs.

With this type of human response to their presence, it is no wonder why aliens conduct nighttime missions.

The Military Orders its pilots to shoot UFOs

Historical evidence proves that for twenty years, pilots in the U.S. and Russian were ordered to fire upon UFOs. Below is an example of a memo on shoot down orders recently found:

Top Secret Eyes only!
7/13/47
Army Air Force
Order No: 677833
Subject: Unconventional Aircraft

To: all Operational Commands, Continental U.S., Generals Commanding.

1. Sightings or reports of unconventional aircraft such as glowing objects, flying disks or airships will receive

immediate scramble emergency response.

2. Such aircraft will be attacked and shot down without warning.
3. Gun cameras are to be turned on during encounters.
4. Combat flight rules are the order of the day.
5. There will be a report to higher command the moment any society takes place.
6. No public announcements are to be made without authorization from higher command.

We can only surmise the reason the military fired their weapons on the flying discs was to gain the technology and study their propulsion systems.

The 'UFO Investigator' bulletin shared two cases where the U.S. shot UFOs.

- In December 1947: "a press conference was held by Major Jere Boggs and General Sory Smith U.S.A.F., mentioning a "firing on a UFO" incident occurred over New Jersey. This information became fact when ten years later (July 12, 1957) Captain Wallace Ellwood wrote a report from Air Technical Intelligence Center at Wright Patterson Air Force Base, Ohio on the incident."

- In another case: "U.S.A.F. Captain E.J. Ruppelt mentioned three Air Force Jets opened fire on a UFO circling a weather balloon near Rockford, Illinois. In the Rockford case, the Jets accidentally set a balloon on fire, and the UFO escaped." [cclxxiii]

RAF Bomber | Foo fighter over Germany: On March 25, 1942, an RAF bomber returning from its mission over Essen, Germany encountered an orange glowing sphere. The sphere was following the

bomber over the Zuider Zee when the rear gunner opened up on the flying object. The UFO was unaffected by the bullets. cclxxiv

Korea | US Army: The following 1951 case comes from a personal account of an American Army soldier in Korea found in the 'International UFO Reporter'.

"We were in the Army infantry. I was in the 25th Division, 27th Regiment, 2nd Battalion, 'Easy' Company. We were in what is known on the military maps as the Iron Triangle, near Chorwon. We were to the left of Chorwon, just across the mountain ridge from this city-town-whatever you want to call it."

"It is the night. We are located upon the slopes of a mountain, between the fingers of a mountain as they run down toward the valley below where there is a Korean village. Previously we have sent our men into this village to warn the populace that we are going to bombard it with artillery."

"We had aerial artillery bursts coming in" and suddenly noticed on our right-hand side what appeared to be a jack-o-lantern (sphere-shaped) UFO come wafting down across the mountain."

"At first, no one thought anything about it. So, we noticed that this thing continued down to the village to where, indeed, the artillery air bursts were exploding. It had an orange glow, and noticed this object could get into the center of an airburst of artillery and yet remain unharmed."

The observer then shared:

"But then this object approached us, it turned a brilliant blue-green light and it pulsated."

When "this object approached us. I asked for and received permission from Lt. Evans, our company commander at that time, to fire upon this object, of which I did with an M-l rifle with armor-piercing bullets."

“I did hit it. It must have been metallic because you could hear when the projectile slammed into it. However, the object went wild” ...“the lights was going on and off.”

Moreover, it was moving erratically from side to side as though it might crash to the ground. Then, a sound, which we had heard no sound previous to this, the sound of, like of, ah, you've heard diesel locomotives revving up.”

“That's the way this thing sounded. Moreover, then, we were attacked, I guess you would call it. In any event, we were swept by some form of a ray that was emitted in pulses, in waves that you could visually see only when it was aiming directly at you. That is to say, as a searchlight sweeps around and the segments of light you would see it coming at you.”

“Now you would feel a burning, tingling sensation all over your body, as though something was penetrating you. Moreover, ah, so the company commander, Lt. Evans, hauled us into our bunkers. We didn't know what was going to happen. We were scared. These are underground dugouts where you have peepholes to look out to fire at the enemy. So, I'm in my bunker with another man. We're peeping out at this thing.

It hovered over us for a while, lit up the whole area with its light that I'm telling you about, and then I saw it shoot off at a 45-degree angle.” **cclxxv**

UFO near Tracks | near Epinal, France: In September 1944, over 500 German soldiers near Epinal in the French province of Lorraine were waiting for the advance of Allied troops when they witnessed a six (6) foot diameter craft appear before their eyes.

According to authors Jerome Clark and Lucius Farish in their book; *“The Mysterious 'Foo Fighters' of World War II”:* “a private Erich Immel reported a silver-white, dull aluminum craft appearing near German troops while it was hovering a few feet above railroad tracks.”

“The witness mentions he aimed and fired his rifle at the stabilized craft. Then he says all 500 troops opened fire on the

suspended object.”

> “As soon as the first bullet hit the object, it became bright as the sun. In his words of the private: "It flared up into the brightest sunlight I’d ever seen.” cclxxvi

CIA memorandum: On September 24, 1952, a CIA memorandum on "Subject: Flying Saucers" by H. Marshall Chadwell, Asst. Director of Scientific Intelligence stated:

> **“A world-wide reporting system has been instituted and major Air Force Bases have been ordered to make interceptions of unidentified flying objects.” cclxxvii**

U.S.A.F. Jets bullets miss UFO | balloon set on fire, Illinois USA: This next case is somewhat embarrassing and covered in several newspapers at the time. On April 8, 1955, U.S. Jets were launched to pursue a UFO over Rockford, Winnebago County, Illinois. The case began when Ground Observer Corps volunteers reported seeing a UFO circling a balloon. The GOC sent the UFO case to the Filter Center in Chicago. Chicago then informed the military who then initiated the chase.

> **“It was a few minutes later the jets roared into Illinois skies to pursue the unknown bogey. As soon as the pilots had the UFO in view, protocols were followed to open fire on the unidentified craft. The pilots flipped their gun triggers and fired on the UFO.”**

“The bullets missed their intended target and instead ripped through the balloon casing causing an explosion. It was then the UFO shot away from the side of the balloon on a horizontal path, rocketed past the Air Force jets, tilted on its edge. As the jet pilots watched, the UFO executed a near vertical climb into the sky and disappeared.” cclxxviii

The “Flying Saucer Review” shared the same story but added several additional facts to the case:

- “Air Force personnel moved in quickly and “warned the GOC members to say nothing about the incident”;

- "The Civil Defense Chief had reported to the local press that jets had fired on a "balloon." cclxxix

McGuire Air Force Base, New Jersey USA: On June 7, 1957, an air defense alert at McGuire Air Force Base, New Jersey was providing its pilots the same message. In the 'UFO Investigator Bulletin', it mentioned, a member of NICAP attending a briefing on the defense mission at McGuire stated the Air Force position on UFOs was the following:

> **"When an unknown target on the radar is not identified it is our job to make an intercept to determine whether the target is friendly or not. If it is not, our mission is to destroy it."**

This alert occurred between 2:00 and 3:00 pm on June 7th. The Continental Air Defense Command ordered a state of defense readiness. The alert affected two air defense command fighter squadrons and a New Jersey Air National Guard squadron. cclxxx

Essex, England: USAF Pilot Milton Torres remained silent his entire career about a UFO engagement he had over Essex in 1957. The case was so hot, it was immediately classified for national security reasons.

It was May 20, 1957, radar at Manston Royal Air Force Base picked up a giant UFO over Essex, England. According to Milton Torres:

- He was “scrambled in an F-86D jet fighter to intercept a large UFO”;
- He was “given orders to pursue the large unidentified flying object”;
- At one point, “he was told to arm his 24 rockets on his plane and fire on the unidentified flying object.”

According to the *Miami Herald* article from 2008, some of the following facts on this case:

- The "77-year-old Torres stated that the UFO he saw on the radar in 1957 "was not made of this Earth.”;
- His mission: “to fire upon the UFO was "just a dumb little kid going to slaughter.”;
- He expressed gratitude at not having fired because he surely "would have been vaporized."

Speaking to Miles O'Brien of *Cable News Network (CNN*), Torres said: “he is convinced the UFO he encountered was designed by an "alien" intelligence and was not manufactured on Earth.”; He also shared:

“It was some alien spacecraft. It was so fast; it was so incredible. it was death-defying.”

In several of his discussions on TV, he explained the UFO was as big as a U.S. Aircraft carrier. cclxxxii

Eastern Holland: On January 29, 1962 "a Royal Dutch Air Force pilot flying an F-86 Sabrejet sighted an unknown flying device over Eastern Holland. The jet's radar also picked up the object. When the pilot radioed his base, he was informed that control-tower radar was tracking the UFO. Following instructions, he tried to make radio contact with the unknown machine.

Figure 10 - Illustration F-86H chasing Disc, cclxxxiii

The ‘UFO Investigator’ tells us: “When his urgent warning to get an answer went unheeded he prepared to attack. The F-86 was equipped with four 20 mm cannon and a 'Sidewinder' rocket. Arming the missile, the pilot tried to close in, but the UFO swiftly pulled away before he could fire. Within a few seconds, it disappeared.” cclxxxiv

Downing a UFO | Russian Air Force: Russian scientists attending a UFO conference in Germany shared a Soviet Air Force jet downed a UFO.

According to the Russian case; “a large craft was shot down in Azerbaijan in 1983. Scientists that knew about the case, shared, it was hushed up by the Russian Government. However, the story leaked out.

The leak included a photo of the crash site as well as MIG-25s intercepting the UFO. When the UFO turned and headed toward the MIGs on a collision course, the Russian pilots fired their rockets.

The UFO turned a vivid color then fell to earth. The wreckage was found by two mushroom pickers who later died from some mysterious illness. The rumors at the time were said to be radiation sickness, but this was never proven.” cclxxxv

Interception | Arequipa Region, Peru: On April 11, 1980, the pilot of a Russian Sukhoi Su-22 intercepted a UFO over Peru. The pilot gave chase of the UFO between 2,000 to 8,200 feet in altitude.

"According to the file, the pilot aimed his weapons at the UFO, firing sixty-four 30mm shells.”

“Having no effects, the pilot followed the UFO up to around 19,000 meters (63,000 feet).” The Su-22 got within 100 meters of the UFO, allowing the pilot to see the circular silver disc. The disc was about thirty feet in diameter.

“The pilot said the object was similar to an incandescent light bulb, but with a much wider base. The UFO had no visible exhaust or obvious means of propulsion. The pilot then broke off the engagement.” cclxxxvi

Hunters that shoot UFOs

Carrera, Venezuela: On December 9, 1952, during the evening several hunters came across a UFO in Venezuela. Coral Lorenzen

tells us: “It was night, and Lorenzo Flores and Jesus Gomez were hunting in the darkness near the town of Carera. The young men made their way to the Trans-Indian Highway and once there saw some lights which at first they believed was auto traffic.”

> **“Walking closer, Flores and Gomez were amazed to see that the lights were coming from a big object hovering in the air next to the road, an object which resembled a giant clam (two washbowls rim-to-rim some nine feet in diameter).”**

From the bottom of the object spurted flames. Even more amazing, however, was when four small figures scrambled out of the UFO and approached Gomez.”

> **“The figures were four "little men" about three feet tall. These "men" grabbed Gomez and pulled him toward the ship. Flores would have aided his buddy by shooting the kidnappers, but his shotgun was unloaded, so he swung wildly trying to club the creatures. The first blow made solid contact, landing on a surface so hard the gunstock broke. Neither of the youths could recall any facial features on the creatures but did remember the beings' great strength and abundant body hair.”**

“Gomez and Flores had torn clothes and were suffering from cuts and abrasions. The police said the two young men were almost hysterical when they entered the Station House, so a doctor and a psychiatrist examined both Flores and Gomez. No physical or mental illness was apparent.” cclxxxvii

Nanaimo, British Columbia: On October 18, 1959, around 3:00 am Harry Lomass saw an object from his tent. He called to his other four sleeping companions, and they watched the object. According to the witnesses, the UFO bounced up and down, "as if picking up samples," then withdrew to a point eight miles away.

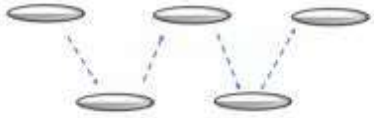


Figure 11 - Illustration of UFO "Bouncing"

“Later, the UFO returned to a hill known as Lone Mound and continued its apparent bouncing along the ground.” Finally, it speeded

off to the west, lingering in the sky for an hour, then disappeared. According to one hunter:

"If it had come any closer, we were going to take a shot at it." cclxxxviii

Nablus City, Jordan: In 1965 a Guard of a Nablus station at 2:00 am witnessed a boat-like flying saucers moving at high speed, emitting red flames. The UFO circled as if seeking something on the ground. When it came over the farm, it began to descend. The guard being scared fired his rifle at the object. cclxxxix

Mobile, Alabama: On October 17, 1973, according to the Daily Herald two 18-year- old boys, Ira Lundy and Frank Pierce was hunting birds in a Mobile, Alabama field near their home in the Tanner Williams Community when a UFO Landed.

According to the witnesses, the UFO landed 50 to 75 yards from them. They described the UFO as being round and about the size of three cars and 10 to 12 feet tall. They said it sat down on four legs. A band in the middle had a red and white flashing lights, and there was an antenna on top. According to them: "A door slid open and closed quickly. Then we started shooting. The craft took off toward Mississippi, making some whirring sound it had made when it landed".

> **"The youths said they fired several shots with a 12-gauge shotgun and a 38-caliber pistol. The two estimated the UFO was on the ground about three to four minutes and they watched it for an additional seven minutes or so until it went out of sight."**

The paper stated: "a sister of Lundy, Diane Sweeting, 26 said she visited the site of the reported landing and was convinced the two had not made up the story." She said: "I saw the imprints of the legs and where the grass was pressed down."

Officials in Jackson County said they had received "five or six" reports on UFO's Tuesday night, but none had been confirmed.

The report continues with a sighting in Louisiana where Sheriffs stated two deputies observed an orange object swing like a

pendulum. Then on Tuesday officers reported two triangular objects hovering over Springhill.

This is another example of how "fear" drives a man to run or attack what one does not understand. The other point, what constitutes "confirmation" of a sighting when the other callers may have witnessed something over their heads? ccxc

Veterans shooting at UFOs

Conway, South Carolina, USA: On January 29, 1953, Lloyd C. Booth, former Air Force Intelligence officer was returning home when he witnessed a disc-shaped object above his family farm. He got under the UFO and fired several shots with his .22 caliber rifle. He scored audible hits before the UFO took off. ccxci

South Carolina, USA: On February 7, 1953, Reverend Elwell Jones, a Baptist minister, and former serviceman became a character witness to a childhood friend named Lloyd Booth who shoots at a UFO in Columbia, South Carolina.

One evening around 11:15 pm Mr. Booth, a former anti-aircraft serviceman observed a UFO above the pine trees near his barn. He was drawn outside when his mules and chickens began acting up. When he looked up near the pine trees, he began to observe an object for close to 30 minutes. The UFO emitted a humming sound as it approached to within 75 feet of his location.

> **"Mr. Booth pulled out his pistol and shot at the object, which then sounded like metal being hit. The craft then pulled up and shot off at a 65-degree angle up and out of sight."**

According to Mr. Booth, the UFO was not as loud as a conventional object as it took off. The observer noted what appeared to be a half wheel projecting from the bottom of the craft. His only regret was he had wished he had not shot at it so it could have settled on the ground to study it. What is perhaps the most interesting twist to this story is the Air Force confirmed three Navy balloons (Blimp) launched around this time. Other characteristics of this UFO were:

- “the bottom was oblong”;
- “the top was much like an egg cut in half”;
- “the back had two red glass looking round openings about 16 to 18 inches in diameter”;
- “the bottom of the craft had a crescent-shaped device covering half the length of the object”;
- “the size of the ship was 24 to 26 feet in length”;
- “it was at least 8 feet tall”;
- “the end of the craft tapered to a point”;
- “the color was a dull gray”;
- “no trail or exhaust was seen";
- “no visible means of propulsion yet a humming sound was noticed (like a large electric motor)”;
- “the observer walked under it as he observed it for 20 minutes”;
- “there were no marks, insignia or numbers on the object”;
- “upon take off, he estimated the UFO shot off at more than 700 mph."

The Air Force admitted there were no other planes in the area at the time. The Air Force concluded the individual must have shot at a "Navy Blimp. [ccxcii]

Comment: Something not discussed in the file is "if the UFO" was a Navy blimp:

- how could a blimp look like a crescent-shaped object?
- If he shot at a blimp why did the bullets not penetrate the fabric?
- If a blimp, was this a small balloon? Many weather balloons and navy blimps reportedly were 80 to 100 feet in length – this was 24 to 26 long;
- Balloons are typically silent – this UFO had a humming sound;
- Most balloons had some form of formal markings – this object had no markings.

It appears the Air Force misclassified this case. In other Air Force sightings, discs were discovered circling our blimps to study our floating balloon technology. No consideration was given for this perspective. We already pointed out in two other cases, U.S. Air Force jets fired on discs, hit the balloons (which exploded), and the UFOs took off into space.

Farmers shooting UFOs

Isola, Italy: On November 14, 1954, during the afternoon an Italian farmer came across a UFO.

“America Lorenzini happened to be in the vicinity when a strange, cigar-shaped, machine came in for a landing. Peering out from a hiding place, Lorenzini saw a trio of figures dressed in diving suit-like costumes step out of the craft.”

The “little men went over to Lorenzini's rabbit cages and stared at the animals while speaking to each other in a language that was just strange noises to their human eavesdropper.”

“Fearing he was about to be the victim of rabbit-nappers, Lorenzini moved as quickly as he could to his house and returned with a loaded gun. If need be, he was prepared to use force to protect his rabbit hutches, spacemen or no spacemen.

Sure enough, the "little men" grabbed some of the furry critters and fled to their craft. The farmer moved to pull the trigger, but all at once he felt paralyzed, his hands no longer strong enough to grip the shotgun. The weapon slipped to the ground and Lorenzini, unable to move, watched helplessly as the thieves sped away in their ship. Silently the craft flew away, spewing a bright trail.”

> **“As the craft grew smaller in the sky, Lorenzini's muscles came back to life, and the farmer fumbled with the shotgun, getting off a few wild shots.”** **ccxciii**

South Africa, Fort Beaufort: On June 26, 1972, around 8:00 am a farmhand of Bernardus (Bennie) Smit spotted a UFO in South Africa. Smit fetched his .303 rifle and called the cops. He shared; “It seemed to glow red in the bush and as I watched it turned from bright red to dark green and then to whitish yellow.”

> **“After the police arrived, several of Smit's hands tried to drive the UFO from the bush much as they would herd**

livestock. It veered away into trees at their approach, said Smit. Smit used his rifle, and the police fired pistols from as close as eight yards. About 15 shots were fired while the UFO hung around in bright sunlight for more than four hours emitting a humming noise."

"A dozen more hastily summoned cops combed the area. They photographed and took plaster casts of several triangular imprints on the ground and rushed soil samples off for laboratory analysis. The imprints suggest that the object had three legs arranged in a triangle like a camera tripod and that it touched the ground several times, said one policeman." The deputy commissioner shared:

"I know of no law which forbids you to shoot at an invader from outer space." ccxciv

Updated information on the case: "Attempts by the local newspaper to cover police clampdown hampered the alleged shooting on details regarding the incident. Police instructed Mr. and Mrs. Bennie Smit of the Braeside Farm at Fort Beaufort to not to give any more information about the UFO or allow anyone on the farm." ccxcv

Ordinary citizens shoot UFOs

Northern Ontario: On January 8, 1954, The Canadian Press tells us: "Bright white discs were sighted Friday and Saturday by at least ten persons. Others have banded together and are planning to take shots at the objects if they prove hostile. However, so far they have been harmless." ccxcvi

A local paper states: "a single saucer was observed Friday over Lake Temiskaming by John Hunt, president of the Cobalt chamber of commerce; Ray Johnson, a mechanic at Agaunice Mines; and Al Jennings, a truck driver. They said it zipped about the sky for almost two hours. "On the day after Christmas [December 26, 1953] Mr. Hunt and Willy St. John reported seeing a bright object over the same spot. "In North Cobalt Saturday objects were seen by seven other persons. '

"Maurice Parent, the 28-year-old miner, said the light was so bright, it was difficult to look at." ccxcvii

Barquisimeto, Guanare, Venezuela: In December 1954 a professor was driving along minding his own business on his way to Guanare when a significant, bright, object approached his car and took up a pacing position above the vehicle at Barquisimeto.

> **“Scared, the professor floored the accelerator, and when that did not help, he produced a handgun and fired wildly at the UFO, but the shots had no apparent effect.**

“The professor drove on and soon lost sight of the UFO. Shortly after that, he met another car which he flagged down. As it happened, the other car had some interesting passengers: a policeman, a sheriff, a lawyer. The professor convinced them to go to where the UFO was last seen and as they drove up, the strange object was spotted speeding away to the south, tracing a bluish line in the dark sky.” ccxcviii

Laon, France: On January 17, 1955, Marcel Faisant believed he was looking at glowing discs and fired his shotgun. He soon found out he had hit the headlights of a tractor and wounded a cow. According to the story the: “Magistrates at Laon, Northern France, fined him 15 pounds for smashing a tractor's headlights and wounding two cows.” ccxcix

Wickford, England: On December 28, 1956, Maurice Waddope, a former railway fireman, went out early to shoot birds with his A40 Shotgun. “Through the mist, he saw a circular object overhead (est. 40 meters altitude) six times the size of a penny held at arms-length.”

> **“Waddope fled to a clearing, loaded and fired his gun. The shot hit against the metal craft, ricocheted and hit him in the chest. The object hovered over the treetops for 4-5 minutes, after which it shot away westward toward London.” ccc**

Poquoson, Virginia: On October 19, 1959, two 14 and 15-year-old boys were hunting in swampland northwest of Plum Island Bomb range, Poquoson, Virginia (near Langley Air Force Base).

“According to the boys they heard an odd whirring sound and upon looking up, observed a circular object, shaped like a disc about four (4) feet in diameter. When first seen the object was 75 to 90 feet

above the ground. There was a black dome in the center of the bottom of the object. The rest of the object was "self-luminous."

"It was after sundown, just before dusk, causing the object to "glow." No windows, doors or other openings could be seen. The object began to descend to 60 feet. The observer felt a light draft stirred up by the object."

> **"He then indicated he was frightened and fired at the object three times. The third round contained a lead slug, and he heard it strike the object. He stated it sounded like "metal scraping against metal."**

"After the third shot, he closed his eyes and rubbed them with his hand, at which time the object disappeared."

The object had no tail, trail or exhaust and very little noise. The observation lasted "one minute." The files indicate Congressman Porter Hardy (VA) requested information on this incident from the Air Force.

NASA and GCI confirmed no aircraft from their locations were responsible for the sighting. A very detailed report was located in the file for this event. The Air Force concluded they believed the event was a Hoax. However, there was no evidence to prove the case was a Hoax. ccci

- *Updated information on the case*: Twenty-four years later reporter Larry Bonko of the Norfolk, Virginia, Ledger-Star tracked down Mark Muza to ask him about the Poquoson case. If the incident had been a hoax, Mr. Muza could have admitted it without embarrassment after so many years. Why pretend otherwise at such a late date. Many people brag about their schoolboy pranks. Bonko found that Mr. Muza still took the incident seriously.

> **"Asked if he shot at a UFO, Mr. Muza was emphatic: "Yes, I did." Mr. Muza repeated his 1959 claim that the UFO had a black body with silver trim. The memory was so strong it**

seemed as if it had "happened yesterday," according to Mr. Muza.” [cccii]

Monte Maiz, Argentina: On October 12, 1963 at 3:30 am Mr. E. Douglas, while driving a truck encountered a large UFO in Argentina. He stopped his car as the object emitted a blinding light. From the ship came three tall human figures wearing luminous clothes and strange helmets. The tall figures were at least 3 meters tall.

“Douglas fired at them, as a red beam burned him. He ran away and found shelter in Monte Maiz. He suffered burns similar to ultraviolet exposure. Footprints of large dimension were found at the site.” [ccciii]

Man shoots at Egg shaped craft: Around 1:30 am on April 28, 1964, Mr. D.A. was in his truck near Edgewood, New Mexico when he encountered a UFO. As the object approached, his engine died. “D.A. shared that he got out of his truck and found himself under a fluorescent green colored egg-shaped object that was 25 feet in length.

“He pulled out his revolver and fired six shots at the object. He reloaded and fired again, without effect. He then shared his story with the Police.” [ccciv]

Another newspaper shared: “Mr. D.A. told police that he hit the UFO six times and heard the bullets bounce off it. As he paused to reload, D.A. said the object moved silently northward. Mr. A. was unable to determine whether 7 or 12 shots struck the thing. He was also able to inform police the object was “silent” and appeared to be about 25 to 30 feet in length while it hovered 100 feet directly over his head.” [cccv]

From A.P.R.O. we learned more facts about this case:

- “the unidentified flying object was 35 feet in size and green in color”;
- "when his dogs began to bark incessantly when the object appeared";

A.P.R.O.'s version of the story included the following facts: “He walked out toward his barn and saw the object hovering in a field and decided to get into his truck to see it. He drove out onto the field and ended up under the hovering craft. He pulled out his .22 caliber pistol and fired. He knew he struck the object when he heard the ting, ting, and ting.”

He re-loaded, then the UFO started to move down – toward him! He was now on foot, running and shooting. The unidentified craft followed him for 100 yards, then veered to the north and disappeared." cccvi

Finally, in a fourth report: “Investigating state police said the man was completely sober. He shot off his pistol twelve (12) times hitting the object at least six times.” cccvii

Maine resident shoots at 60-foot diameter saucer: On March 24, 1966, a man at Bangor Maine reported to authorities he fired his pistol at a glowing object and hit it. The Lovington Daily Leader shared: “I could hear the elderberry bushes scraping as the thing came toward me.” The witnesses fired four times, and the 60-foot long object zoomed skyward. cccviii

Law enforcement and Military cracking down on UFO hunters

Lord Dowding, chief of Fighter Command in the Battle of Britain: On January 22, 1955, a newspaper shared the following comments to the public on UFOs from "Lord Dowding:

> **“It's rude to fire guns and send fighters to shoot them down,' he told the Flying Saucer Research Society in London last night. Besides, you never know what they could do to you.”**

Lord Dowding, chief of Fighter Command in the Battle of Britain, believed saucers come from planets hundreds of years ahead of us in scientific knowledge. cccix

Augusta County, Virginia: On January 29, 1965, Sheriff John E. Kent of Augusta County Virginia, informed the public he would crack down on flying saucer believers who were going outside to hunt saucers. According to the newspaper "*New Mexican",* three boys witnessed a small man east of the town. "Sheriff Kent said that residents armed themselves and went out to hunt the creature." Kent's position was that: "anyone carrying firearms in the county without good reason will be dealt with according to the law." He added:

> **"Suppose there were creatures around from outer space, who's got a right to mow them down?"** [cccx]

Nablus City, Jordan: On October 1965 a Reuter report shares a Jordanian newspaper stated a local citizen of Nablus City around 2:00 am fired on a UFO. The story is: "the guard of a Nablus station saw a boat like flying saucer moving at a very high speed and emitting red flames from its sides. The saucer circled as if seeking something on the ground."

> **"When it was just over the farm, it began to descend gradually. The guard was scared and fired his rifle at the object."** [cccxi]

Citizens about to shoot UFOs

Sinaloa, Mexico: In October 1950 around 9:00 pm Felipe Barraza, his father, two brother's cousins and four field hands saw what they first thought was an aircraft flaming towards Earth. The witnesses were in the province of Sinaloa, Mexico. The flaming object appeared to have crashed in a nearby corn field. Because they feared the whole field would go up in smoke and possibly come to aid any survivors, they rushed to the area.

"To their astonishment, they found a round object about 25 feet in diameter. Moreover, eight to nine feet high. In the upper part they could see at least four windows which glowed so bright it hurt the eyes. They came within 30 feet of it. They thought then that the object was an American experimental plane."

“Afraid that this object would harm the young corn they tried to make it leave. One of the men had a 22 rifle and threatened to shoot but didn't because he was afraid it might shoot back. After a half hour, the object left, shooting straight up it was gone in an instant.” [cccxii]

Conclusion to Chapter 7

In this chapter, we learned that humans shoot at UFOs. When one thinks about our planet's history with UFOs, we have been the aggressor.

We learned in other chapters that in the 1950s and 1960s our military shot alien ships from the skies to gain their technology. We also learned from a human perspective we shoot out of fear of the unknown.

It’s no wonder why extraterrestrials would never, land on the front lawn of the White House or in the Kremlin. We have a phobia about extraterrestrials, because in many ways they are somewhat like us.

Furthermore, for the aliens to land at the White House or Kremlin would mean, they would knowingly risk their own lives to meet the human population face to face.

Chapter 5: Humans chasing UFOs

“Colonel Donald J.M. Blakeslee chased the objects in his F-84 Thunderjet”

Across the world military forces in the 1950s and 1960s were chasing UFOs as they invaded our airspace. At least that was the premise for military protocols during that period in the world's history.

Today is much different; we have ample proof that our military forces "escort" UFOs away from the public. This non-invasive practice no doubted has saved hundreds, if not thousands of military planes and pilots. The method of escorting UFOs away from public events is in direct contrast to the early U.S., British and Russian military protocols. The following is an example of such an early practice. In Britain on June 16, 1957, a London, England newspaper printed:

- “Britain's Air Ministry is investigating Flying Saucers --and that's official.”

- “At airfields all over Britain, fighter planes are kept ready to intercept, and if necessary engage, any unidentified flying object within combat range [the room's] existence was admitted last night by an Air Ministry spokesman. He disclosed that it has been investigating Flying Saucer reports since 1947. We have something like 10,000 in our files' he said." [cccxiii]

- In the United States during the same period, many newspapers published accounts of our military planes were ready to engage UFOs over most of the United States.

The North Sea, 50 miles from Holland: On January 16, 1947, around 10:30 pm an RAF pilot in a Mosquito plane pursued an unidentified flying object. Radar tracked the object at 22,000 feet altitude executing an evasive action. According to the file, the UFO appeared to take controlled evasive action. [cccxiv]

Luzon Island, Philippines: On April 1, 1948, around 9:55 am the lead pilot of four P-47 fighters observed a UFO about nine miles southeast of Sorsogon, (Luzon Island), Philippines.

> **The UFO looked like a flying wing shaped craft about thirty feet wingspan and twenty feet long with silver appearance. According to the report the pilot turned to intercept the UFO. However, it then turned and disappeared in several seconds.**

The report shared the pilot observed a dorsal fin on its surface. The other pilots also witnessed the unusual craft. Furthermore, the writers of the report share the object also appeared turtle back in shape and concluded this incident was not astronomical in nature. The report was sent to the Commanding General, Far East Air Forces; U.S. Army, Department of Army in Washington, DC and Wright Patterson Air Force Base (OH). [cccxv]

Updated information on the case: Four Air Force pilots reported a "flying wing" shaped craft, Philippines. On April 1, 1948, at 9:55 am a U.S.A.F. F-47 pilot leading three other aircraft over the Philippines reported seeing an unidentified flying object approximately three miles away.

> **The UFO described as a silver colored "flying wing" shaped craft was approximately 30 feet long and 20 feet in length. The UFO was at 1,000 feet and traveling about 200 miles per hour. The Air Force file revealed the UFO appeared to have the shape of "half-moon" or "turtleback" appearance.**

When the Air Force pilot turned his plane to intercept the object, the UFO executed a turn on nearly the same course and disappeared in five seconds. The half-moon shaped object appeared to have a

dorsal fin of some sort, but the distance was too far to see any other features. [cccxvi]

Acklington, UK: This next case comes to us from researcher and writer Jenny Randles from her book “The UFO Conspiracy, The First Forty Years." During the end of May 1948 around 11:40 am seven planes left Sussex to conduct firing practice in the North Sea at RAF Acklington. During the exercise, all pilots in the York transport aircraft and six other meteor jets observed a 100-foot diameter UFO. Visually the object appeared to be a silver sphere, however, upon using binoculars, the UFO was oval in shape. According to Jenny Randles:

> **“Two of the jets went up to get a closer look at the UFO. They came within a few thousand feet of it. According to Jones, who saw their sketches a few hours later, they drew a flat- bottomed disc with a small dome on top. However, as they approached the UFO took off from a standing start and shot vertically upwards out of sight, the same scenario we have heard many times, e.g., from Wing Commander Townsend-Withers.”**

“Upon landing at Acklington, all the witnesses were asked to write a separate report, away from their colleagues. This was when Jones learned of the meteor pilots' observations and also that ground radar had tracked the UFO departing at the incredible speed of 1,500 mph. Once these reports were gathered in the men were all advised that this was a secret matter and should not be discussed outside.”

> **The final notes on this incident shared the UFO had three bumps or protrusions on the bottom. Ground radar tracked the object which was stationary and above 25,000 feet. The UFO departed at an incredible speed of 1,500 mph.** [cccxvii]

The full report of the above case is at NICAP.org

Misawa AFB 7th Fighter-Bomber Squadron | near Hachinohe, Japan: On April 27, 1950, at 2:45 pm USAF pilot 2nd Lt. James Henry Petty was flying F-80C jet fighter at 25,000 feet to meet up with a lead aircraft piloted by Lt. Sofbom of 7th Fighter-Bomber Squadron.

> **“Shortly after Petty witnessed an unidentified object about 3 miles away at his 2 o'clock position following the**

lead aircraft in a tracking position about 1,000 feet below and to the right-rear."

The lead aircraft executed a wide left turn that eventually resulted in a 260° heading, the UFO accelerated and pulled up to level position [at 3 o'clock] and climbed to the lead planes altitude while the F-80C rapidly approached and overflew both the lead aircraft and UFO, having to climb (slightly) to avoid collision. The Air Force file shows the UFO was;

- rectangular in shape;
- cream-colored flat object appearing to be made of "muslin";
- about 20 feet high, 60 feet long, but only about 2 inches thick;
- oriented vertically;
- not reflecting sunlight despite bright sun;
- no exhaust, no apparent means of propulsion;
- not wavering or fluttering.

The UFO pulled away from lead aircraft, accelerated to 600 mph overtook and crossed in front of Petty's F-80C from behind and left to right and disappeared in the distance against a clear sky. cccxviii

China Sea: On October 18, 1951, at 3:33 am a waist gunner aboard a PBY Mariner, RD-5, U.S. Navy patrol plane sighted an unidentified light on the port side of aircraft over the China Sea.

Figure 8 - U.S. Navy, PBY Mariner,[iv]

"All hands-on board the plane observed the hull shape. It was described as being 60 feet long and having wings that

were swept back and down with dihedral at the tips".

"The radar man confirmed the contact reporting the distance at 12 miles at an estimated 4,000 feet altitude. Ensign George Gregory, the Patrol Plane Commander, made a turn to place the object between the moon and the PBY. The craft turned also and pulled ahead to twelve miles. The PBY applied power and closed to about 3 to 4 miles. During this time the craft was observed with binoculars." [cccxix]

The craft accelerated slowly to 16 miles where it again was confirmed by radar. It then rapidly pulled away to 22 miles, and all contact was lost. The total length of observation was approximately 22 minutes. The Air Force concluded the object seen was an aircraft, though no proof exists in the file as evidence. [cccxx]

Denmark gives orders to Armed Forces

On January 6, 1952, a news article by *AP news* from Copenhagen reported Danish members of the armed forces were ordered today to be always on the lookout for flying saucers. Communication for the general staff at a parade released the statement. The statement confirmed if a saucer was seen to report it immediately to their officers. [cccxxi]

Near Chorwon, Korea: On May 31, 1952, an F-94 descended in a port turn to intercept an unidentified object 6,000 feet below on a 90-degree course and altitude of 8,000 feet. The unidentified object began a port climb at the same time to intercept the descending F-94 and accomplished a maneuver which silhouetted the F-94 against the light of dawn.

> **The F-94 turned on its afterburner and tried two quartering head-on passes with the unidentified object resulting in neither being able to get astern of the other. The pilot's maneuvers ensued to 3,000 feet where more passes were exchanged for a few minutes.**

The unidentified object then increased its speed to an estimated 400 knots on a 45-degree heading and began pulling away from the F-94.

Figure 12 - F-94 Lockheed Jet, cccxxii

When last seen the unidentified object had seemingly increased its speed to approximately 450 knots after that the F-94 gave up pursuit at 0355 and returned to base. "The Air Force, in this case, concluded the object was an "unknown." cccxxiii

Wiesbaden, Germany: On June 4, 1952, around 7:30 pm Lieutenant Colonel Gerald M. Jones, USAF piloting a C-47 on a round-robin flight out of Wiesbaden, Germany, witnessed a UFO as he passed over the city of Stuttgart.

Having pulled out of a tight turn, Colonel Jones noticed an exceptional "star" of impressive brilliance. According to him, this object was moving quickly. Captain Jones banked his plane and took up the chase. Both he and his copilot tracked the intense white glow as it streaked with jet-like velocity, making pursuit futile but for an abrupt turn by the light that put it on a collision course with the C-47.

As the light closed with the C-47, the white, star-like point changed color blurring from a white into a crimson hue and then changing again to a dazzling green. Before many seconds had passed, the light switched from green to its original white. What flashed in front of Captain Jones' eyes made him question his senses. Here is his testimony:

“It was my impression that the object was circular in shape with white lights on the leading edge. Around the trailing edge was what appeared to be a slight haze similar to that caused by waves of intense heat emanating from jet aircraft, which fogged the lights of the city seen through this haze.”

> **“The object made a sharp turn to the left on a heading of approximately 270 degrees and disappeared under the nose of the aircraft. At this point, I observed the time to be 2107 zebra.”**

Air Force Intelligence added a remark to Captain Jones's statement, a comment that it felt had a bearing on the reliability of the officer as an observer: “Captain G. M. Jones was the Air Attache in Prague, Czechoslovakia, and has recently been assigned to the Directorate of Headquarters, United States Air Force." Initially listed as "unknown" the case was later classified as "possible aircraft" to Dr. Hynek's previously covered consternation.” [cccxxiv]

Labrador, Canada: On June 19, 1952, the evening dispatch states: “radar and ground personnel confirmed the presence of a glowing red disc at Goose Bay Air Force Base (Labrador). The same or a similar disc, which returned to the base on the nights of November 26 and December 15, easily eluded jet interceptors.” [cccxxv]

Fort Lyautey, North Africa: On August 7, 1952, at 7:51 pm an American Naval aircraft took off for a routine night training flight when the pilots soon encountered a UFO over North Africa. At the helm was a Lt. D.M. Dobos. His co-pilot was a Lt. Foster. There was another officer aboard, a Lt. Orr, who just happened to be in the pilot's cabin at the right time.

‘While cruising at 4,500 feet shortly after takeoff and on a heading of 110 degrees on their way to Sidi Slimane airbase, both Dobos and Foster saw a brilliant white streak of light zoom by their aircraft on their starboard side. The speeding light seemed to be at their altitude and so Dobos instantly reacted by banking his plane to the right to keep the thing, what it was, in view.’

‘Turning to a heading of 270 degrees, Dobos saw the light directly ahead and at a higher altitude. Gunning his engines and raising the nose of his plane, he attempted to close the distance. The object then suddenly increased its speed greatly, climbing at a shallow angle at first and then at a very steep one. In no time at all the mystery body had shrunk to a faint dot above some cirrus clouds. Further pursuit by Dobos seemed hopeless at this point.’

Meanwhile, Lt. Foster busy contacting Fort Lyautey by radio, telling them of their amazing encounter and asking them to make a visual check to the south. The Lyautey controllers made eye contact with the UFO and proceeded to track it while Foster kept them

advised of the object's appearance, apparent size, brightness, speed, and altitude as seen from his aircraft.

> **"While it did not appear, he had a ghost of a chance now to catch up with the UFO, Dobos nonetheless kept his plane in a climb toward the UFO, and when the "thing" made another turn, he turned with it. At this point, the UFO had come closer and thus increased in size, so Dobos got to see more than a source of white light."**

"Dobos said he noticed a very bright disc center, brighter than white phosphorus, with two definite blinking red light."

> **The UFO then changed its mind and would not give Dobos an any better look. It began to climb again, and this time it did not stop gaining altitude until it was out of sight. Lt. Dobos was convinced that the white light was far too dazzling to be an aircraft light of average brightness.**

After the encounter was over, an attempt was made to estimate the speed of the UFO, and it was computed that the thing exceeded 4,000 mph. The Air Force concluded the object seen was an aircraft.

For some reason, I have difficulty with this conclusion. 1) the object was glowing, 2) it reportedly traveled at 4,000 mph. We had no airplane that could travel at 4,000 in the U.S. arsenal that could move this fast in 1952. So, what was it? cccxxvi

The North Sea near England, UK: On September 21, 1952, during Operation Mainbrace six British pilots in a formation of Meteor jets pursued a shiny spherical object.

Figure 9- Two Gloster Meteor F.3s Jets, [v]

The pilots soon lost the object then it suddenly reappeared – but this time following one of the jets! In response, one of the Jets turned

to pursue the UFO, but the extraterrestrial craft outmaneuvered the jet. [cccxxvii]

Note that the day before the USS Franklin D Roosevelt had a UFO appear over the ship. The object was at first thought to be a balloon. Photographers aboard the USS FDR took pictures of the white sphere. [cccxxviii]

The UFO photograph can be seen on the Nicap.org website.

Panama Canal Zone: On November 25, 1952, a UFO was spotted over the Panama Canal. According to the Drew Pearson column: two flying saucers flew over the area for five hours and 36 minutes. The Air Force sent up two B-26's and one Navy patrol bomber to try to intercept the flying objects but failed.

“An official cable to Washington from the Panama Canal Zone states that 'two Unidentified objects were sighted over the Canal Zone November 25 from 6:06 to 11:42 pm.”

“The sighting was made by radar attached to anti-aircraft guns. The two flying saucers traveled at an estimated speed of 275 miles an hour and maneuvering from 1,000 to 28,000 feet in altitude.”

“Since no U.S. aircraft were supposed to be flying in the vicinity at that time, the air defense commander was sufficiently stirred up over the mysterious sighting to send three Air Force bombers and one Navy patrol bomber up to intercept the flying saucers. However, they were unable to catch the elusive objects, which made absolutely no sound.” [cccxxix]

Northern Honshu, Japan: On December 29, 1952, and January 9, 1953 UFOs were spotted over Japan. A U.S. Air Base in Northern Japan witnessed strange lights flying in clusters of red, white and green lights traveling at blinding speeds according to a report. The ‘*Kingsport News’* tells us “U.S. Jets were dispatched on the nights of December 29, 1952, and January 9, 1953, to chase the objects over Northern Honshu.”

> **“On December 29, Colonel Donald J.M. Blakeslee chased the objects in his F-84 Thunderjet as they headed out of sight toward Russia Siberia.”**

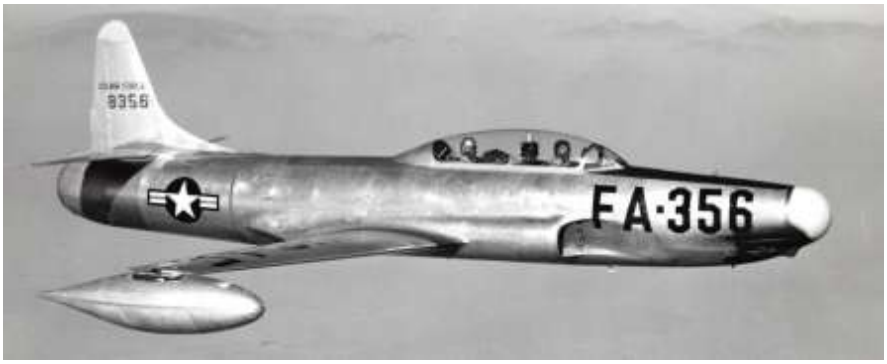


Figure 10 - Lockheed F-94 "Starfire", courtesy USAF, [vi]

Then on January 9, 1953, radar contact was made with the objects from the interceptor jet F-94 with Lt Melvin E. Conine. Blakeslee was permitted to pursue the objects.
While following the objects for seven minutes, he extinguished the lights of his aircraft to confirm he was not getting some reflections from his canopy surface. After losing them, he turned southeast and then after five minutes the object was at 35,000 feet on a parallel course to the right of him."

The article states the observers were "two crewmembers of the F-94 for 40 minutes, two crew members of a B-25 for seven minutes, five different men at another base north of Blakeslee. The ground crews observed the objects anywhere from a few minutes to three hours." cccxxx

On board an F-94 | Japan: On January 9, 1953, the radar unit on board an F-94 picked up the signal of several UFOs for two minutes. "Lieutenant's "Conine" and "Lawley" were authorized to pursue the unknown flying objects, but during their mission lost contact." Colonel Curtis R. Low, commander of the northern division of the Japan Defense Force," confirmed several pilots from different planes observed the phenomenon." Furthermore:

- "One pilot observed light to the right of his plane, paralleling his course at 35,000 feet."
- "Two other crews in an F-94 and B-26 also saw the clusters of lights." cccxxxi

“Unidentified” | Nouasseur AFB, French Morocco: On March 5, 1954 Pilots in a KC-97, C-47 and C-54 reporting a UFO making passes at them at different times. One radar site detected a stationary target on the scope. The pilots could not see the frame of the object, but shared they saw "lights." Two pilots said they saw two light appearing to be fighter type aircraft. At 1,500 feet the KC-97 believed he was on a collision course with the UFO around 1912 hours (7:18 pm). The Air Force believed the pilot's witnesses "ground reflection due to some weather inversion. [cccxxxii]

Then on March 12, 1954, at 9:35 am USAF 1st Lt. Robert Johnson, from Nouasseur AFB, French Morocco, jumped into his F-86 jet fighter to intercept a UFO. He chased the UFO at more than 530 mph for 30 seconds. According to a teletype the UFO:

- “flew straight and level, and execute no maneuvers”;
- was “observed it for 30 seconds”;
- had a “greater width than height”;
- “appeared the size of a silver dollar at arms-length”;
- was “white in color.”

The UFO appeared to be the size of a fighter plane but had neither tanks nor trails. A Teletype message was sent from Nouasseur French Morocco to the Commanders at ADC Ent AFB (CO); ATIC Wright Patterson Air Force Base (OH). HQ USAF Washington (DC); and USAFE Wiesbaden Germany. The Airforce concluded the object was "unidentified." [cccxxxiii]

“Not conventional” | Great Yarmouth, England: On May 14, 1954, at 3:40 pm pilot in three F-86 jets observed a UFO over England. According to the U.S. Air Force file, Captain Kenneth J. Scott, Jr., was vectored to the UFO.

> **“According to his visual, the object was the size of a dinner plate at arms-length. The UFO was at 50,000 to 60,000 feet while the F-86's were at 40,000 feet altitude. The pilots agreed that due to the speed and maneuverability of the**

object it was highly improbable the UFO was a conventional aircraft."

The other pilots and the radar indicated the silver / gray colored UFO had no resemblance to a conventional aircraft. The Air Force concluded the object seen was a balloon. Here we see several pilots agreeing the object was traveling at incredible speeds and not a conventional aircraft.

The Air Force concluded the object might have been a "balloon." Furthermore, the file states; "Radar maneuvers of the object considered improbable for conventional aircraft." cccxxxiv

France and Italy: On October 19, 1954, the Lubbock Morning Avalanche informed its readers that "Two French Air Force jet planes chased an object." They described a white disc giving out white, red and violet lights, but it moved away before the pilots could identify it. "In Italy, a motorist near Modena said he saw a glowing cigar-shaped object fly past at tremendous speed. Discs were also reported over the city of Florence whirling like a top, and a shiny object flew over Luino at 1,000 feet." cccxxxv

Odiham field, England: This next case comes to us from author Jenny Randles in her book "UFO! Danger in the Air". On August 30, 1956, RAF pilot Wilbur Wright, a flight lieutenant flying Javelin jets out of Odiham field on the south coast of England witnessed a UFO. Wright and his navigator named Wallington were flying over the Solent engaged in practicing intercepts with another fighter. Wright states:

"We were flying west in line astern before separating for an interception. The other Javelin was the target aircraft. We each turned through 45 degrees in different directions, flying courses at 90 degrees to each other. We were using the airborne radar with a range of over 20 miles and a height indication."

"I was flying northwest before turning southwest for an interception when I saw a disk-shaped object off my starboard wingtip. It was ahead of me. My navigator

obtained a radar return at 19 miles. So, I used my fingernail to get an estimate of the object's size. This led to a later calculation of the object's size having a diameter exceeding 600 feet."

"We turned north toward the object on our right wing, but it had apparently slowed right down and was now maintaining its position. The other Javelin had now caught up with me and was about half a mile behind. The second pilot confirmed both the visual and air radar sighting."

"We both banked steeply and confirmed the object was at 15 miles dead ahead on the radar. It appeared slightly larger in visual size. At full power, we then closed the distance to ten (10) miles on air radar, and the object was now clearly seen as a metallic gray in appearance. I obtained a second size estimate using my little finger and the windscreen, and the diameter of this thing was exceeding 1,000 feet. At eight (8) miles, the object suddenly climbed vertically too fast for our radar to track, but I estimated its rate of climb at five miles per second." Soon after this chase, the UFO vanished. [cccxxxvi]

English Channel: On April 29, 1957, a UFO streaked over the English Channel at great speed. According to the British military, their fastest Jet, the Javelin, was outdistanced by the UFO. The report shows two Javelin Jets were dispatched from Odiham RAF base to intercept the UFO.[cccxxxvii]

The Milton Torres "mothership"

Essex, England: This following case is about an air intercept of a giant UFO (the size of an American Aircraft carrier). The pilot in hits case is Milton Torres. You can read the entire report (two pages) on the NICAP.org site. Below is a shortened version.

On May 20, 1957, the case of Milton Torres and the UFO the size of an aircraft carrier over Essex. "This particular night the 514th Fighter-Interceptor Squadron [FIS] had the alert duty. Two F-86Ds were on 5-minute alert at the end of the runway at RAF Station Manston awaiting the signal to scramble. The hour was late as memory serves me, and the weather was IFR. Looking back at my

log book, a total of 30 minutes of night weather was logged on a 1-hour and 15-minute flight."

> **"I was advised of the situation quite clearly. The initial briefing indicated that the ground was observed for a considerable time, a blip that was orbiting the East Anglia area. In the initial briefing, it was suggested to us that the 'bogey' actually was motionless for long intervals."**

Figure 13 - Illustration of F-86Ds chasing disc. cccxxxviii

"The instructions came to go 'gate' [select afterburner] to expedite the intercept, and to proceed to an Initial Point at about 32,000 feet. By this time, my radar was on, and I was looking prematurely for the bogey. The instructions came to report any visual observations, to which I replied 'I'm in the soup, and it's impossible to see anything!"

"The exact turns and maneuvers they gave me were all predicated on reaching some theoretical point for a lead collision course type rocket release. I can remember reaching the level-off and requesting to come out of afterburner only to be told to stay in afterburner. It wasn't very much later that I noticed my indicated Mach number was about .92. This is about as fast as the F-86D could go straight and level."

> **"Then the order came to fire a full salvo of rockets at the UFO. I was only a Lieutenant and very much aware of the gravity of the situation to be quite candid, I almost shit my pants! At any rate, I had my hands full trying to fly, search for bogeys and now selecting a hot load on the switches. I asked for authentication of the order to fire, and I received it."**

"This further complicated my difficulty as the matrix of letters and numbers to find the correct authentication was on a piece of printed paper about five by 8 inches, with the print not much bigger than

normal type. It was black, and the lights were down for night flying. I used my flashlight, still trying to fly and watch my radar. To put it quite candidly I felt very much like a one-legged man in an ass-kicking contest."

During the encounter, the rockets and electrical systems malfunctions and the UFO kept jumping around. It finally left the area, and the pilot returned to base. Milton Torres was sworn to secrecy and kept the encounter a secret until it came out from another source many years later. cccxxxix

The story continues at NICAP.org, go to NICAP.org (east Anglia)

Ohakea Air Base, New Zealand: On June 17, 1957, Vampire Jets were diverted to intercept a UFO over New Zealand. Radar units at Ohakea Air Base picked up a UFO.

> **According to the radar, it was "a strong blip that was registered on military scopes indicating some solid body was hovering over Ohakea field."**

"A Vampire jet was in the area, so Air Traffic Control asked the fighter to investigate. The pilot of the jet spotted a bright blob of light at the reported location of the radar target, but the light zoomed away as the Vampire jet approached." The authorities attempted to explain the sighting away as a balloon and inversion layer. cccxl

Granada, Spain: On September 4, 1957, at 9:21 pm four American-made F-84s lifted off from Ota Air Base on the first leg of a flight to Spain and back. The flight leader was Captain Jose Lemos Ferreira. The other three pilots were: Sergeant Alberto Gomes Covas, Sergeant Salvador Alberto Oliveira, and Sergeant Manuel Neves Marcelino.

> **"The four-plane flight reached Granada in Spain at 10:06 pm and then turned left. It was then Captain Ferreira first observed something unusual: A UFO."**

"I noticed on my left and above the horizon a very unusual source of light. We completed the turn, and still, I continued to be very interested in that light. At that time the pilot flying on my right wing

told me he had already noticed it. The other two pilots on my left wing had not yet seen it."

> **"As we were near Coruche the 'big thing' suddenly and very rapidly made what looked like a dive, followed up by a climb in our direction. Then everybody went wild and almost broke formation in the process of crossing over and ahead of the UFO."**

"We were all very excited, and I had a hard time to calm things down. As soon as we crossed over everything disappeared in a few seconds and later we landed without further incident."

"Since the first moment we detected the UFO to the final show a registered time of 40 minutes had elapsed, and during it, we had ample opportunity to verify every possible explanation for the phenomenon."

"According to the Lisbon Diario Ilustrado, the Coimbra Meteorological Observatory registered extraordinary variations in the magnetic field at the same time that Captain Ferreira and his squadron were observing the UFO." cccxli

Copenhagen, Denmark: On April 10, 1958, a Danish fighter reported seeing a formation of flying saucers. They were also sighted on the radar screen of the Danish Air Force Station at Skrydstrup, Jutland. "After sighting them the fighter pilot tried to overtake them, but they accelerated and disappeared. The station commander appealed to the public to report any mysterious flying objects." cccxlii

Goose Bay, Labrador, Canada: On April 2, 1962, at 1:30 am one object was picked up on the ground radar at approximately 47,000 feet on an easterly course at about 72 knots. According to the Air Force files:

> **"Definite object picked up on three separate radars." This UFO was observed by ten (10) witnesses using ground radar. Two F-102 aircraft were scrambled and picked up the object on their radars and lock-on was obtained for three**

separate passes. Pilots stated that the overtake speeds indicated that the target was nearly stationary.

The winds at the time were at 40,000 to 47,000 feet. The radar station was located at 641st AC&W Squadron, Melville Air Station, Labrador. Length of observation was 1 hour and 54 minutes.

A Teletype message of the report was sent from Goose Bay NORAD to HQ ADC ENT Air Force Base (CO); AIRDIV Stewart Air Force Base (NY); Air Technology Intelligence Center, Wright Patterson Air Force Base 9OH); OSAF Washington (DC), and HQ USAF Washington (DC). The Air Force concluded the witnesses must have seen a "balloon." cccxliii

Ramstein, Germany: On August 2, 1966, two F-102's were dispatched from Ramstein Air Force Base to chase UFO over Bavaria, Germany. According to the Air Force, the UFO two F-102 jets were sent up from Ramstein Air Base after hundreds of telephone calls to observatories and police by people who saw the object.

“The object was dragon-shaped, it made a silver glare in the night sky. The UFO, about 40 yards across appeared at times like a giant balloon with a triangular shape suspended below as it hung at about 75,000 feet.”

“One astronomer said the object hung for several hours in one position. The UFO outdistanced the interceptor jets and was never identified.” cccxliv

Madrid, Spain: On Thursday evening September 5, 1968, a bright object was reported over Spain. The ‘Albuquerque Journal’, informed its readers: “Thousands of people jammed the streets of Madrid to get a look at the object.” According to the UPI article, “traffic in the city was backed up for miles. The Spanish Air Force scrambled a US built F104 to chase the object.”

“Air Force radar screens said the object was flying slowly around 90,000 feet. The supersonic jet fighter reached 50,000 feet and could see the UFO / UAP above his position.”

“Another pilot from the second plane at 36,000 feet also confirmed the same object.” One witness at the: "Madrid

Astronomical Observatory looking through a powerful telescope said the object gave off "a blinding light." A photo taken through the telescope revealed a "triangular shaped object."

The UFO / UAP was said to be; “solid on one side and translucent in some sections.” The official Air Force announcement said: “it had no scientific explanation for the phenomenon but theorized it must be a meteorological balloon.”

Contrary to conclusion provided by the Air Force, “The Madrid Weather Bureau said it had lost no balloons and offered the theory the object may be some part of a space satellite returning to earth." cccxlv

Chapter 6: Police and their cruisers chase UFOs

“I saw many of my fellow-officers look intently at the sky”

In the early 1950s and 1960s, the pilot and crews of UFOs / UAPs were visiting earth with regular frequency. Policemen and Policewomen around the U.S. and U.K., not knowing what these objects were, decided to chase in their police cruisers.

The chases were not successful in that the UFOs / UAPs could easily outrun any human-made vehicle on the ground.

Yet it was our curiosity to understand who was in these objects and how the ships operated.

In my own UFO / UAP experiences, I attempted on several occasions to chase a UFO (in my Jeep between 2011 – 2013) in Connecticut. I found out quickly, chasing a UFO was absurd as they are evasive, and would double back on my pursuit.

The thing I learned over several attempts was to let them come to me and not vice versa.

If interested in police stories I would direct you to “PRUFOS” a Police Database with hundreds of Police cases organized by Retired Detective Constable Gary Heseltine.

Detective Heseltine is today, considered the leading authority on UFO and Police encounters worldwide. He recently testified before six former members of Congress, and congresswomen about Police and UFO cases in the UK.

This testimony was given during the last week of April 2013 at the National Press Club in Washington, D.C. with other witnesses to

UFO events worldwide. This public presentation of extensive UFO testimony was called "The Citizen Hearing."

The police UFO sighting database in 2002 and can now be found at the following address:

web address: http://www.prufospolicedatabase.co.uk
email address is heseltinegary@hotmail.com

African Police “Polisie”

Silverton, South Africa: On September 15, 1965, around midnight two policemen, John Lockem and Koos de Klerk, were on a patrol when they came across a UFO on the Pretoria-Bronkhorstspruit Road, South Africa. According to their report, their cruiser headlights illuminated a disk 10 meters in diameter.

The UFO was copper-colored and was resting on the road. Ten seconds later it took off at high speed. The tar on the road kept burning for some time. cccxlvi

Argentinian Police

Fleet of UFOs | Balcarce, Argentina: On July 18, 1947, the Argentine newspaper *“Standard”* informed its readers:

> **“Residents of the locality of Balcarce are convinced that yesterday morning**
> **they saw more than a hundred flying saucers pass over their heads.”**

“For the past two days it had been raining hard in Balcarce, and strong winds have accompanied the rain. Yesterday morning at 6:06 the 'comisario' of the local police station was called to the door of the building by a policeman who was on duty there.

“The policeman said he wanted his superior officer to look at a strange luminous object in the sky. The 'comisario' saw this strange object become larger as it passed overhead and then disappear in an easterly direction. While they were talking about it, they suddenly saw some others going from north to south. By this time all the personnel

of the police station were out on the street, and quite many neighbors were also watching the discs."

> **"About 100 of these objects passed overhead. They appeared to be circular in form and gave off a reddish light. Sometimes they wavered in the air as if their speed was being held back by the wind and rain."** **cccxlvii**

Australian Police

Melbourne, Australia: On September 8, 1961, at 10:00 pm a Royal Australian Air Force service policeman Corporal John W. Smith reported that he saw a flat disc hover for about five minutes over Radar Hill, Laverton air base.

"The previous evening. The disc gave off a dull amber light and was spinning all the time. It went slowly straight up, taking about a minute and a haft until it was out of sight."

> **"The disc came back spinning a little more quickly and hovered in the same position for a few seconds before going straight up again. Corporal Smith gave this description of the incident: 'It was the queerest sensation seeing it hovering and spinning there. I've heard about flying objects, read about them and never believed in them. However, now I do. I saw it. It was distinguishable.' The disc was also seen, he said, by Aircraftsman Malcolm Stirling."** **cccxlviii**

British UK Police

RAF Upper Heyford, England, UK: On March 10, 1961, at 9:00 pm a very bright white or yellowish circular object was in the sky over Upper Heyford, England. According to the observers, the UFO was stationary. The facts in this sighting are:

- "the object was very bright.";
- "The object was picked up on the ground radar";
- "the radar observer said the object was moving very slowly.";
- "The object was described as orange size to basketball size.";

- “The object was observed visually for approximately 10 minutes and observed on the radar for approximately 20 minutes.”

There was no air traffic or known balloon release in the vicinity. Among the observers were two Air policemen and a Control Tower Operator. The report also shows the object headed in one direction for 10 minutes, then turned in a different direction and was tracked for five minutes and then lost.

A teletype report was forwarded to ADC Ent Air Force Base (CO); ATIC Wright Patterson AFB (OH); HQ Secretary of the Air Force (DC) and Wycombe England. The Air Force report suggested the officers witnessed the planet Mars. Radar bouncing off the clouds caused the Radar return.

This classification appears in error. For one thing, the planet Mars is never the size of an orange or basketball at arms-length. The moon could be this size. Second, the object was tracked by radar moving in different directions. This case should have been classified, as an "unknown." cccxlix

Winslow, England: On January 7, 1966, at 4:10 am a police constable heard a high- pitched whine and turned his head to investigate. He then saw a domed disc (rounded on top, flat on bottom) hovering low above a field. A greenish glow was visible around the top. After 5 seconds the UFO flew away rapidly. An independent witness later corroborated the sighting. cccl

Bentilee, Stoke-On-Trent, Staffordshire, England: On September 2, 1967, around 9:15 pm several witnesses watched an orange disc with the bright red glowing dome as it flew low overhead and landed in a field about 400 yards away. "No sound was heard, but one witness felt "wind" as it passed overhead. A fiery glow appeared in the field at the apparent landing site. Police were called, but the light disappeared. Later police and others saw a luminous object rise from the field, hover, then disappear "in a fraction of a second." cccli

Tyne Dock: England: On October 21, 1967 residents at Tyne Dock called the police when they first spotted unusual objects in the sky in England. According to the account, policeman arrived at the home

and watched the performance of the three crafts. The objects flew in formation, hovered and then disappeared towards Newcastle. The UFOs were said to be triangular in shape and glowed so brightly they hurt the eyes of the observers. The objects were displaying their aerial feats for a period of 30 minutes. [ccclii]

Photographs | Aldrich, Staffordshire, England: On August 16, 1971, around 2:30 am police responded to a call about a UFO suspended over a resident's garage in Aldrich, Staffordshire, England. “The constabulary (police) station received a phone call at 2:30 am that an unidentified object was hovering over a garage. Constable Leslie G. Leek and Constable Ian Barnes responded, arriving in time to see the object.”

> **“They took 12 photographs of the object (bright luminous, shape undefined) as it slowly ascended. When the object leveled off and began moving away toward the east, they and other police officers followed it but gave up the chase as it moved off in the distance, later turning toward the southwest.”** **[ccliii]**

“The official police report includes attached statements from eight eyewitnesses, some of which contradict the possibility of an astronomical explanation. Constables were able to drive directly underneath and beyond the object at times, and the original witness saw the object move from one side of the road to the other. Otherwise, some of the reports could easily be interpreted as confusion about astronomical objects.”

Bolivian Police

El Choro, Bolivia: On May 29, June 16 and June 19, 1968, Police in Bolivia reported a round sphere bathed in a bluish light landed and left behind a strange odor. They noticed the surrounding grass and shrubs were burned. German Rocha, Chief of the Provincial Police and Police Major Niceforo Leon were both witnesses.

On June 19, a man by the name of Romulo Velasco watched a bright object land and a tall slim being emerged from the ship. This man approached Velasco to communicate with him. However, it was reported the witness fainted. [ccliv]

Canadian Police

Selkirk, Manitoba, Canada: On June 5, 1967, at 1:00 pm a Mounted policeman and a Royal Canadian Air Force squadron leader saw a silvery circular or slightly oblong object flying rapidly to the north with a wobbling motion. The UFO was visible for about 15 seconds. cccLV

Joyceville, Ontario, Canada: On August 23, 1967, at 4:00 am a man drove down a side road to investigate a green light he saw in a field. According to the organization MUFON, “his headlights illuminated a large, metallic-appearing disc on or near the ground. It was shaped like an inverted bowl and had three legs. The witness saw three beings about 3-4 feet tall and wearing helmets (humanoids). They appeared to be gathering specimens. When the beings noticed the witness, they "flew" (floated) into the object and it took off silently at high speed. Burn marks and impressions (physical traces) were found at the site. Reportedly, the police at nearby Perth had a similar sighting.” cccLVI

Toronto, Ontario, Canada: On September 25, 1967, five policemen saw a white light that moved at low altitude over the highway ahead of a pursuing police car. The object suddenly stopped, then veered and accelerated away. cccLVII

Shag Harbor, Nova Scotia: On October 9, 1967, according to the Johannesburg Star Canadian Navy Divers conducted “a search for an unidentified flying object which was reported to have disappeared under water near Shag Harbor in the province of Nova Scotia." According to the information, The Royal Canadian Mounted Police and several witnesses observed a large object entered the lake and did not reappear. “A Navy spokesman said” that it was over 60 feet long and dark, with four white lights.” cccLVIII

Terrance, B.C. Canada: On April 21, 1976, Constable Bill Toffan, RCMP, was patrolling Highway 16, four miles west of the city, when he saw ahead of him what he thought was a vehicle with its lights flashing.

“As Toffan drew closer to the object, he saw that the UFO was not on the road, but airborne above the highway. As Toffan

approached the object, there was a blinding flash which startled him so much that he nearly lost control of his car. The constable stopped and investigated the area on foot, but found no traces of anything unusual. Police searched the area, and nothing was found. The rescue coordination center in Victoria said that no aircraft ware in the area." [ccclix]

Brazilian Police

Passengers in 20 cars watched | near Santos, Brazil: On June 5, 1961, around 2:30 am-5:30 am Patrolmen Jaime de Miranda, and Astrogildo de Medeiros were called to the scene of a sighting on the Anchieta Highway about 48 kilometers from Santos in the state of Sao Paulo.

> **"When the two arrived at that location, they found about 20 cars stopped along the road, and the occupants were standing on the side of the road watching a glowing disk-shaped object which was maneuvering in the area."**

"The patrolmen attempted to signal the object by projecting the white spotlight at it but got no results. Then they turned on the red light and focused it in the direction of the UFO. It suddenly began to move toward the cars at high speed and, afraid of a collision, the two patrolmen left the car and sought cover."

> **"Marshal Jose Otavia Leite, who had answered the same alert call and driven in from Cubatao, drew his Winchester .44 and was about to shoot at the object when other police stopped him."**

"After three hours the object gradually began to lose its glow, and at 5:30 am; it was still visible through binoculars when it landed near a tree quite a distance from the road. As daybreak came, the UFO was no longer visible to the observers, and it was still on the ground out of sight." [ccclx]

Mogi-Guassu, Brazil: On November 13, 1965, Mr. and Mrs. Dario Filho describes several UFO sightings near their farm in Brazil. In this first sighting at 9:00 am Mrs. Filho observes a UFO while her

grandson was near the farm gate. She saw a UFO on the ground and next to it were two humanoid figures (little people). One of the small beings was picking up twigs, branches, and leaves to carry under his arms. The other was watching a mare in the field.

Mrs. Filho commented she also saw two other saucers in the sky hovering at a higher altitude. When a car would pass by the UFO would "turn off its lights." Then when the car passed, "would turn them back on."

At 10:00 pm, “Mr. Dario Filho, his wife, his grandson, and a bank director saw an object land 100 meters away at Mogi-Guassu, Brazil. The story begins with Filho getting in his jeep when he looked up and witnessed a mysterious craft 100 meters above his head. The UFO, according to him was swinging back and forth "like a pendulum" over his farmhouse. He then noticed two other UFOs, that suddenly turned off their lights and ascended vertically to 1000 meters.”

On the 13th of Novembers, Dario Filho, his wife, son and local bank manager were together when a UFO dropped down and landed 100 feet from the observers, the bank manager had a camera and wanted to take a picture. However, the sighting moved the bank manager to the degree he dropped his camera. Out of the craft came beings. cccIxi

The one comment I will make here is when several ships appear near humans, one remains near the site, while the others talk a “watching position” over the entire scene.

French Police

South of the German city of Maino: On September 29, 1952, at 5:30 pm September 29, 1952, Captain Duremaine, Commanding Officer of the French Sea Police happened to be watching the sky from his home when he witnessed an egg-shaped object.

The UFO (egg-craft) was glowing all over except a black area on its side. The object approached on a straight course, eventually moving directly overhead and leaving behind a trail of white vapor.

“The Captain, an 18-year-old veteran of the Navy, insisted that the object was not a meteor and although he heard a low hum, no wings could be seen as the thing passed overhead. The military investigator that questioned the

French officer wrote in his report: "The Captain appeared to be very intelligent and very reliable and it is believed that his story is quite true." [cccLxii]

Norrbotten Province, Sweden: On May 13, 1954; in the morning hours three persons in three different areas observed a bright, silver colored sphere with a tail. From Hammerfest, Norway a report came that on the same day three shiny objects passed over Kautokeino (in northern Norway) at a great speed."

The UFOs "flew in a V-formation and disappeared towards the southwest. A deputy constable who had observed them with binoculars stated that they flew so high that he could not ascertain their shape but that they were not ordinary aircraft. He added that they seemed to be red on one side and white on the other and appeared to be rotating." [cccLxiii]

Saint-Marcel, France: On October 10, 1954, two rural policemen patrolling on bicycles near the town of Saint-Marcel watched a craft spewing a shower of sparks.

"No shape was viewed, but a whistling, purring, noise was detected. Whatever it was, it seems to be zooming through the air fairly close (an estimated 150 meters away). Investigating the phenomenon, the two policemen discovered 25 meters of damaged fence and a herd of cows bellowing and crowding together for protection." [cccLxiv]

Marigney, France: On October 17, 1954, at 8:30 pm several witnesses, among them Mr. Beauclair, a policeman, saw a bright red dome-shaped object descend to ground level 20 meters away.

The UFO's "underside showed red and white lights. It was a red glowing hemispherical machine that came down to a landing near Rt. D-10, a road that passed through the village of Marigney."

The UFO parked itself on a slight rise on the ground. Authors Jacques Vallee and Aime Michel inform us: "several motorists stopped to gape."

"M. Barret, a crossing guard, a cafe owner named Beauclair and his daughter Jeanne, were among the witnesses that gathered at the

spot to stare at the mysterious object. A few of the witnesses got up enough courage to approach the object; it rose to a point where it was out of reach, about 60 feet high, where it emitted red and white beams of light from its underside." cccLxv

Toul Rosieres AFB, France: On March 1955 According to a UFO witness, an (Air Force) Policeman shared, "I, was on the midnight to eight o'clock shift. At about 8:00 am one of the air policemen brought me a thermos of coffee, and we sat down to drink it. About ten minutes later one of the air policemen looked up and told me:

> **"Hey look at that, pointing at the sky, so I said its probably an airplane. He responded Airplanes don't fly like that (at this point the object was flying up and down like a seesaw) besides there's no noise."**

"About two minutes' later this object flew in a straight line and stopped towards the northwest and stopped all of a sudden in one spot for about fifteen minutes. The lights then changed to a pale yellow and started to blink on and off as if signaling." The men mentioned the sighting to the Sergeant of the Guard and called them a couple of nuts." cccLxvi

German Police "Polizei"

Darmstadt, Germany: On August 6, 1954, between 9:45 and 11:15 pm many police officers observed UFOs over Darmstadt, Germany. An officer on duty at Darmstadt police headquarters told 'Bild':

> **"In the yard of headquarters, I saw many of my fellow-officers look intently at the sky. Three glowing, yellow-red objects circled there at about 6,000 meters altitude. No motor noise was heard coming from the UFO. We felt as if watching an aerial battle."**

Lorenz Schneider, on duty on the Bismarck Tower, relates: "All three flying objects were like airplanes. However, they changed their directions so suddenly as no known type of aircraft can." 'Bild Zeitung' tells us: "Since May 1953 this is the tenth time that saucers were sighted over Darmstadt. Twenty-four hours earlier, saucers were observed in North Germany." cccLxvii

Buhl, Germany: On July 16, 1971, Senior Police officer Heinrich Koller of Buhl Germany was traveling home with his wife when the two witnessed a UFO. According to the witnesses, the saucer was a rosy red disc. The disc then moved slowly towards the Achern railway station. The UFO then changed course, flew above the railway station and then along the railway line. The mystery craft then disappeared towards the mountains. The policeman's wife said:

> **"I had a really weird feeling when I saw this thing, hanging they're noiseless above us."** **ccclxviii**

Israeli Police

Jerusalem, Israel: On October 18, 1954, around 11:35 am police in Jerusalem reported at UFO. According to the press, the report said:

> **"Jerusalem police also have a report of a bright brown object like 'a flying house' that floated over Mahane Yehuda. Eyewitnesses claimed that it came from the direction of Ramallah, went by at the height of about a hundred meters. It disappeared rapidly over the horizon."**

The 'Jerusalem Post' shared: "several residents here reported having seen 'a flying cigar' just before noon today, and one of the eyewitnesses, an engineer, had sketched the object."

> **"Mrs. Pearl Mitzchia shouted to her neighbors at this morning to watch a gleaming object, shaped like a cigar, in the sky. She described it as emitting smoke from its rear. It circled above the city gaining speed and finally disappearing over the ancient fortress."**

"Confirmation of her story came from several persons, including the engineer who said that the cigar .... cruised above the city for two minutes." ccclxix

Italian Police "Polizia"

Ancona, Italy: On September 23, 1954, a French Deputy submitted a written question to the Secretary of State for Air asking whether the aerial phenomena are being studied so that the public can be told what is going on. Police observed three large discs and several other UFO events. ccclxx

Air Police in Japan “Keisatsu”

Johnson Air Base, Japan: On November 14, 1957, at approximately 6:15 am Air Policemen from the 6041 Squadron observed a pale white, long, thin UFO. The witnesses said the UFO:

- looked like a fountain pen, cylindrical with ends tapering to a dull point;
- Its size was compared to a nine-inch pencil held at arms-length;
- It was pale yellow or white;
- It had a long thin tail, longer and thinner than the object;
- It hovered and climbed out of sight.

The UFO after hovering for two minutes abruptly moved up and away and disappeared within 15 seconds. A Teletyped message was prepared and forwarded to the Commanders of the Pacific Air Command US Airforce, 41st Air Division and Detachment 4 OSI. The Air Force concluded the witnesses observed a "Cloud." cccLxxi

Spanish Police “Policia”

Castille & Leon, Spain: On August 28, 1968, around 7:30 retired policeman Pedro Aylsgad Galvez was coming from the fields at dusk when he saw a light as bright as the sun giving off many colors at Castille & Leon, Spain.

> **“The object, apparently somewhat larger than a truck tire, came lower and emitted a beam of light upwards, made a strange maneuver 500 meters away at the height of 300 meters, swooping over the countryside with the beam, which hit Pedro, blinding him and causing his hair to stand on end. As this happened, Pedro felt a strange "attractive force." The object then stabilized and descended, spinning and showing what looked like windows lit from the inside. The thing then stopped spinning and landed 400 meters away.”**

Pedro could now see the UFO “was shaped like two deep plates, rim to rim, with four long windows and four smaller ones on top. Three small objects were thrown to the ground from the thing’s

center, re-entering it a minute later. The object then rose, projected a powerful beam of light upwards and flew away in seconds. No traces were found. Another person saw the start of the descent from the other side of a hill. There were other sightings of strange objects in the area; the witnesses included a priest." cccLxxii

United States - Police

South Dakota, USA: On November 25, 1956, Don Kelm and Jack Peters policemen of the South Dakota Highway Patrol observed an egg-shaped craft hovering alongside the road on Highway 34.

Figure 15 - Illustration of Red Egg-Shaped Craft

> **"The object was egg-shaped and gave off a red light that illuminated the highway. The UFO took off, and the officers pursued the UFO in their cruiser. The chase lasted six miles with the object remained in front of the police cruiser, crisscrossing the highway (back and forth) until it took off. The UFO was silent and gave off no exhaust."**

"The police took a few photographs which turned out to be half-moon shaped. The moon was also in the photograph." cccLxxiii

April 24, 1964, Socorro, New Mexico: Police Officer Lonnie Zamora witnessed the landing of a UFO at Socorro, New Mexico. The policeman followed the craft to its landing site and observed what he described as two of its occupants standing beside the ship. The ship was in the shape of a silver colored "egg" or elliptical body with three or four landing gear. The object had an insignia on its side of an upside-down V with a line splitting the V. The official US Air Force reported this case as "unsolved." A statement by one Air Force officer stated:

> **"There is no doubt that Lonnie Zamora saw an object which left quite an impression on him. There is also no**

question about Zamora's reliability. He is a serious police officer, a pillar of his church, and a man well versed in recognizing airborne vehicles in his area. He is puzzled by what he saw, and frankly, so are we. This is the best-documented case on record, and still, we have been unable, in spite of thorough investigation, to find the vehicle or another stimulus that scared Zamora to the point of panic." [ccclxxiv]

- According to NICAP, the event occurred at 5:45 pm. The Craft left wedge-shaped imprints and scorched foliage at the site. This location was 15 miles northwest of White Sands Proving Ground. [ccclxxv]
- The APRO investigators visited Officer Zamora to discuss the sighting and noted as first he was reluctant to discuss the sighting. They were informed that Captain Holder of the Army contingent at Stallion Site instructed Officer Zamora not to discuss the markings on the ship he had seen at the site. When APRO called Captain Holder on this point, he mentioned the reason for secrecy was to determine if future sightings were genuine. It was further revealed the FBI had contacted Officer Zamora and was informed not to discuss the “little green men” to newsmen. According to APRO, this was the only “censorship” they detected during the investigation.

Officer Zamora reveals more facts about his encounter:

- Officer Zamora saw the object no farther than 450 feet away. To him, it first appeared as an overturned car standing on its end.
- Officer Zamora then saw what appeared to be two children or small adults that were in white clothing (body suit?)
- Officer Zamora heard metallic banging noises.
- Officer Zamora heard an ear-splitting roar, which filled the air and the object began to "kick up dust."

- As the object ascended at a low angle, it made a high-pitched sound “whining” as it was at 20 feet altitude. It then left.
- Officer Zamora and Officer Chaves could see several clumps of grass were burned. The FBI came to the scene and confirmed the impressions left by the craft.
- The extraterrestrial pilots were startled to see him (Zamora) and ran around the other side of the craft. Zamora was equally surprised and ducked down near his car. [cccLxxvi]

Researchers visiting the scene were quick to point out the scorched earth, the leg impressions of the object on which it rested and the ladder imprints from the occupants. There is much more to read in the May Issue of the ‘APRO Bulletin’ found at the Openminds.TV website. The other thing that seems apparent is that both "visitors and humans” are afraid of one another.

UFO drops over Police Car | Maine, USA: This next event is personal to me, as I met one of the officers who relayed this event to a group of us during a meeting in Connecticut at a MUFON event in 2011. On February 11, 1966, approximately 11:55 pm, a twenty-foot diameter disc with dome appeared over a police car near Skowhegan, Maine.

The officers were Skowhegan Policemen, Robert E Barnes and Everett Laporte. A NICAP article, pointed out the UFO was being tracked on radar at Dow Air Force Base, Bangor.

The Federal Aviation Station at Augusta also tracked it. Radar confirmed the object was making "tight turns at low altitude." Later the Air Force tried to go back on their story and mentioned "some ground clutter" caused the blips. The police officers noticed the following characteristics:

- It was “quickly visible, it had a glowing orange color”;
- the “object slowed down and hovered above the town”;
- It “made a few maneuvers over the city”;
- It “finally sped up and disappeared.”;
- the “police officers were scared that evening”;

- “The object descended over our vehicle”;
- “we first thought it was a hubcap, but as it dropped it got bigger”;
- “we thought it was going to crush our patrol car; we jumped out”;
- “it stopped, hovering approximately 4 feet off the ground in front of our patrol car”;
- “it then began to move off to our left, up over trees out of our line of view”;
- “part of the object was rotating (the top portion)”;
- “at one point it looked like there was a doorway that was on the side of the craft as it rotated.”;
- “As it stopped and hovered, it was of a darker color, almost opaque gray.” [ccclxxvii]

I will end with this, the officer shared with us (in this 2011 meeting), back when we were fearful to share this information, as someone would call you nuts and take away your pension. We remained quiet until now.

Venezuelan Police

Caracas, Venezuela: On December 7, 1954 Police report UFOs flying in every formation imaginable over Caracas. A news source reads: “Like a contagious wave, many people in the east section of the city affirm having seen yesterday evening bright objects in a formation flying toward the Avila mountains, and also in the environs of La Carlota Airdrome.”

> **“At Altamira, a police patrol car with its three officers noticed the phenomenon. The patrolmen, Sgt. Tolosa, officer Delfin Sayaago, and Apolinar Sanches stated that in the in the direction of the Avila mountains they spotted six brilliant flying dots (the size of a gold dollar) flying at great speed in an almost correct formation.”**

The policemen said; “we saw them get higher and higher, and vanish eventually in the distance, unexplainable.' The crew of the patrol car added, 'Afterwards, the supposed saucers appeared again,

this time going southwest, in the direction of La Carlota Airdrome, and disappeared towards the distant horizon.” cccIxxviii

“Mr. Heman Villamizar, Secretary of the Patrol Car Service, as well as other functionaries of the Chacao Police Precinct, had also observed the phenomenon.”

Conclusion to Chapter 9

We know from historical records that police officers have reported UFO sightings to their superior officers since the 1950's. These reports were written up, and most if not, all have been kept from the public. We know of no database of UFO police reports in the United States that were typed up and sent to the Air Force. However, we believe they exist.

Today we also can see some Police UFO cases from Britain on YouTube. However, we have very little if none from the United States. A few examples do exist from older 1960 cases on audio.

It would be helpful for the U.S. Government and county authorities to release these reports on a state by state basis for the public consumption. However, we are not sure if the civilian police fall under the same “National Security” protocols as the U.S. Military.

A recommendation to all state police authorities is to begin to think about putting together some communication to school children on the subject of UFOs like they currently do with "Drugs, and Alcohol and Driving." After all our police are here to "protect and serve." Perhaps "protecting us from UFOs means educating us on the phenomenon" to the young populations of the world.

Chapter 7: UFOs follow Automobiles

“It went, I should judge above 20 to 30 feet over the top of the car.”

In the United States, there are many cases where UFOs approach and hover over Automobiles. In Europe and the rest of the world, the UFO pilots do the same thing. It is not known why these visitors approach our vehicles.

- Are they looking for the latest model of cars?
- Are they trying to draw attention to themselves?
- Are they interested in the occupants of the automobile?
- Do they laugh at our antiquated mode of travel?

We do not have the answers to these questions. UFOs pace vehicles all over the world. In this chapter, we look at this phenomenon.

Argentina

4 UFOs buzz a Bus | San Juan, Argentina: On October 10, 1964, four women school inspectors were on a country bus when they came face to face with several UFOs. While traveling in the Andes mountains, several UFOs dived at the bus and traveled along-side it. The women became upset as the UFOs approached. One witness said:

> **“They were most powerful, burning lights, which gave out red flashes, and they put us in mind of many things so that our only recourse was to pray and entrust ourselves to God...I do not believe that these lights were any natural phenomena.”**

The local authorities checked the area and confirmed no flights were in the air at the time, and no construction equipment could have accounted for the sighting. The driver confirmed two of his friends had seen a similar sight at the same place two months prior. cccLxxix

UFO buzzes Truck | Mansilla, Argentina: On November 10, 1964, two residents of Mansilla, Argentina were traveling in their truck when they spotted a UFO. The UFO approached the truck, so the men turned off their headlights. In response, the UFO backed off its approach. The men waited a few minutes and turned the lights and engine back on and proceeded to travel. It was then the UFO approached the car at a faster pace. At one point the UFO came down to five feet above the ground, fifty yards in front of their vehicle. According to the 'Flying Saucer Review' its brightness was so intense that it was impossible to make out its exact shape. They continued their journey with their lights off, but the UFO made several more passes over them before disappearing. cccIxxx

Australia

Tintinara, Australia: On April 22, 1955, at 7:45 am a man was driving towards Melbourne with two companions, when they came across a UFO a few miles from Tintinara, South Australia.

Glancing to his right, the driver saw an UFO in the sky, about a quarter mile away. He stopped and got out of the car to watch the UFO. The UFO dropped its height, coming towards his automobile. It then crossed the road about 100 yards behind the car. At this point, the observer estimated the craft's diameter to be about 30 feet.

"After passing behind the car at an estimated speed of 15 miles per hour, it turned and began to move towards the East, roughly parallel to the road. When it was about 500 yards away, the observer started the car again and began to follow it.

He shared: "it accelerated considerably," but was able to follow the spacecraft for "15-20 miles but was unable to catch up with it." According to the witness the UFO;

- was "a silvery sphere, like aluminum";
- it was "about 10 feet in diameter";
- it was "surrounded by a flat flange about 30 feet on overall diameter.";
- The "flange was a bright deep red";
- The UFO "moved smoothly and silently";
- "it did not tilt or bank";

- It had “no markings, portholes, or other features.”

“The other two people in the car also saw the saucer, but were not available for interview at the time of going to press.” cccIxxxi

Casino, Australia: This account has been taken from the ‘Sydney UFO Bulletin’: On January 13, 1958, around 6:30 pm Cecil Manning, saw a huge dome-shaped object high in the sky over Casino, a town in the north-eastern corner of New South Wales.

“Brian Crittenden, also of Casino, who had never believed in the existence of 'flying saucers,' was followed by one the same night. Here is his story, submitted to the ‘UFO Bulletin’:

“I was leaving my girlfriend's house on Farm Hill at 11:45 am on Monday, January 13th. As I closed the fence gate on the way home, I saw a dome-shaped light with a long narrow light underneath which was bright and glowing. It came over the hill from the east and straight towards me."

“The strange object followed me 3 miles on Benns Road. It appeared to be about 50 yards away and about 30 feet high, practically touching the telegraph poles. Its size was about that of a sedan car. The UFO chased my car, overtook it, hovered for a few seconds and then swooped low over the roof of my car. It kept repeating its actions until I reached the town, seven miles from my girlfriend's home.” The witness confirmed:

“My car radio developed interference as the object was approaching.” cccIxxxii

Mount Gambier, Australia: On May 14, 1960, around 6:50 pm “Mount Gambier police investigated a report that a 'brilliant red light 10 feet in diameter' had kept pace with a car traveling towards the Victorian border.”

“Mr. E. Lewis, said he was traveling with his wife and three children when, at about 6:50 pm, the object appeared and stayed in front of his vehicle for fifteen miles.

Constables B. Wright and A. Hartshorn later searched the area, but without success.” cccIxxxiii

Near Mt Gambier, South Australia, Australia: On May 19, 1963, at 9:30 pm a 17- year-old Mr. Bushbridge, while driving a car, reported encountering an unusual object to one side of the road.

"When his car was 6 meters away from the UFO, a bright light came on, which dazzled him, and he stopped the vehicle. The UFO then moved across the road, and he drove his vehicle underneath it."

> **"The UFO was 5 meters wide and 3 meters high and like a 'bulldozer". It was oval in shape. The lights on it were as bright as 'the arc lights in electric welding.' There was no sound associated with the object."**

The UFO followed the car and disappeared when an oncoming vehicle approached Bushbridge. cccIxxxiv

- Updated information on the case 1: "a 17-year-old witness, who wishes anonymity for fear of ridicule, saw what he first thought was a bulldozer by the side of the road. He came within 20 meters of it, then was blinded by an intense light as his car suddenly stopped. The UFO crossed the street and flew away. The light was as intense as that of a welder's torch. The witness's father testified that his son came home white and visibly terrified." cccIxxxv

- Updated information on the case 2: The witness shared: "the UFO was on one side of the road, and I thought it was a truck or a bulldozer." When my car was about 20 yards away, a bright light came on and dazzled me. I pulled up, and the object moved across the road, and I then speeded up my car. The light suddenly shot straight up into the air and hovered above the car while I drove underneath. It disappeared for a while until I reached the main road. Although I was driving at about 50 to 60 mph the light followed the car". cccIxxxvi

Kalgoorlie, Australia: On August 27, 1968, John Stevens was driving near Kalgoorlie Australia when he had an encounter with a UFO. According to his account, the UFO lit up the interior of his car with a strange light. He pulled over and got out of the car to take a look at the object. He then shares:

> **“I immediately got back in the car and went for my life. As soon as I'd got started again, the light came back on again right behind me.”**

The ‘UFO Investigator’ says "The UFO continued pacing the automobile." Stevens said: "I didn't believe in flying saucers before this, but I’m not too sure now.” cccIxxxvii

Near Norseman, Australia: On February 19, 1969, a 43-year-old, company representative was driving alone when he saw what appeared to be another car's headlights. Cresting a rise in the road, he then saw a glowing blue-white light, 'hovering' at tree-top height.

The light then followed the vehicle, as he accelerated to 80 miles per hour. After two minutes he stopped the car and got out. The object then veered away. The witness, a Mr. Rose, had left the car door open, and the car was filled with leaves and dust when the object sped away. The Department of Civil Aviation advised that there were no known aircraft in the area at the time. cccIxxxviii

Updated information on the case: According to the ‘UFO investigator’; John Rose was traveling near Norseman, Australia, at 7:30 pm February 20, with a fully loaded tank of gas. Then his car began to "gasp," as if it were "running out of gas," according to the *‘Perth News’*. About 80 feet away, near the road, was a cigar-shaped object about 30 feet long, it was glowing like a fluorescent street light.”

> **The frightened observer accelerated, and the car stopped sputtering and sped ahead. The UFO followed, "dipping and lifting over the contours of the treetops." Rose stopped his car."**

“I opened the door, but I wasn't going to get right out...,” the witness said. “The UFO veered away and streaked off..., climbing fast. I reckon it took about 10 seconds to disappear.” Rose said the

object kicked up such a storm of sand, dust, and leaves as it shot away that he "could see footprints on the floor" of the ear. cccLxxxix

Brazil

Ponte Poran, Brazil: On December 21, 1957, Mrs. Mendonca and five others saw a light in the south, which later appeared as two spherical objects coming closer to the witnesses on an oscillating course. One of them hovered close to the car while the other circled. They were shaped like a sphere surrounded by a flat ring and chased the car for two hours over the deserted road. The UFO was estimated to be 5 meters in diameter. cccxc

Trindade, Brazil: On February 24, 1958, around 3:08 am: Carlos Pereira, Manuel Mendes, and Antonio de Araujo, were on the road between Nazare and Salvador when their car stopped. The engine had coughed and then quit entirely.

“Checking under the hood, the men could not find any reason for the problem so they figured they would have to sleep in the vehicle until morning. The three men then noticed a "huge luminous object" In the dark sky that was moving in their direction. The light was strange. Pereira, a lawyer, said the glow was a fluid mix of Silver and blue.”

> **“As the light in the sky drew near, a solid body could be discerned. Quoting Pereira, the object: “seemed to be two hemispheres on top of each other, between them a luminous disk or ring spinning at high speed; it was the source of the brilliant glow surrounding the whole object.”**

“In total silence, the UFO came closer and closer until it was about 250 feet away and about 90 feet high. At that point the UFO dropped down, descending like a falling leaf, a very peculiar way to lose altitude. At about 10 feet the UFO stopped its downward move. The witnesses said the UFO was more discernable. Parked in the air at the end of its descent; the bottom was smaller than the top hemisphere. Its luminosity spread in a curtain of light suspended between the UFO and the ground below.”

> **“Confronted by the unknown, a frightened Mendes retreated inside the car. As for Pereira and Antonio, they**

were bolder. Both men walked toward the UFO. The occupants in the UFO, however, had no desire for contact. The craft, or whatever it was, suddenly rose high in the air far out of reach. At about 600 feet, the UFO stopped, and then it flew in a tight circle. It stopped again and titled at a 45 angle. For a few minutes the UFO just hovered, the rotating ring visible."

The UFO then "began to move again, in a series of high-speed maneuvers across the sky, sometimes moving vertically, sometimes in tight circles, around the car."

"After these wild movements, the UFO dropped toward the ground again in a fallen leaf fashion to the point of about ten (10) feet above the ground. Like, before, Pereira and Antonio tried to get close, but the UFO still wasn't that friendly. The UFO reacted by zooming straight up out of sight. Checking their watches, the witnesses found that it was 4:38 a.m. The three Brazilians resumed their wait for sunrise." cccxci

Canada

Edmonton, Canada: On April 23, 1950, according to the Edmonton Bulletin, two Edmonton men "nearly collided head-on with a flying saucer on the highway near Merinville early Sunday."

The witnesses shared the balloon-like object passed 30 feet over the top of their car three miles south of Merinville. They said: "We were driving at a good speed toward Edmonton when a sudden big flash of light nearly blinded us right on the highway in front of us. It was much brighter than a car headlight and seemed to be coming directly for us. As it drew closer, it looked to be like a big balloon with a bluish white light inside."

"It seemed to be about 20 or 30 feet in diameter. I stopped the car because I was afraid we were going to run into the thing. It went, I should judge above 20 to 30 feet over the top of the car."

“We got out, and the thing was disappearing as we looked around. It was snowing at the time.” Mr. Campbell said he had never believed in the flying saucer stories before, but now he is convinced “something funny is going on.” Weather officials at the airport said it was impossible the object was one of their balloons. [cccxcii]

Ridgeway, Canada: On June 21, 1954, a disc-like object with flashing lights was seen descending to a field within sight of a house on the outskirts of the town of Ridgeway, Canada. The couple that lived in the dwelling noticed the object and tried to get closer by chasing the thing in their auto as it moved about in the wooded area. The UFO finally set down in a clearing. The two witnesses in pursuit stopped nearby and debated what to do next. The husband curious wanted to approach the UFO on foot. The wife became frightened and urged her husband to leave. Giving in to his wife's fears, the husband tried to start the car but the engine, for some unknown reason, refused to turn over. [cccxciii]

Fort William, Canada: On October 25, 1959, four hunters described a glowing, oval-shaped light hovered over their car for thirty miles as they drove along the Trans-Canada highway west of Fort William.

“The hunters said they were driving back to the Lakehead after a weekend of hunting deer and partridge when they noticed a white light about forty feet above and ahead of the car.” One of the hunters, Mr. Robinson shared;

“It was oval-shaped and kept spinning above us.”

“We stopped, but we didn't roll down the window to hear if it was making any noise.' He said the light stopped when the car stopped and moved again when they drove on. It was sometimes ahead of the vehicle and sometimes behind. Finally, it veered away and disappeared.” [cccxcv]

Castlegar, British Columbia, Canada: On June 8, 1966, around 11:00 pm three persons reported that their car was followed by an oval object about six meters in diameter south of Castlegar Airport. The UFO had beams that were pointing upwards and downwards. According to the observers, the UFO gave off a bluish glow and

remained parallel with the ad as it drove along at 45 miles per hour. The UFO remained about 10 feet above the power lines and made no sound. cccxcvi

Rivers, Manitoba, Canada: On August 28, 1967, a couple reported that an object hovered over their car, followed them, then hung to the rear of the vehicle. The car was illuminated by light beams and was reported to heat up. A military investigation found no physical effects on the vehicle or witnesses. cccxcvii

Prince Edward Island, Canada: On January 25, 1980, a Canadian observer reports a UFO paralleled his car over a distance of seven miles for a period of 25 minutes on the Western end of Prince Edward Island, Canada. The observer, Mr. Donat Gallant, a shipping foreman at a potato processing plant in New Annan had finished his shift and was driving home.

"At 1:15 am he looked out the left window of his car and noticed a lighted object in the sky. He estimated that it was about 2,000 feet away at an altitude of 150-200 feet. It was just over the tops of the trees that line the roadway."

> **"The UFO looked like two saucers or dishes put face to face. It was an estimated 40 feet in diameter."**

The UFO had a red color, like the heated coils of an electric stove.

> **"When he first saw the object, Gallant was near a place known as Matthews' Canteen. As he drove along, he speeded up and slowed his car down, and as he did so, the object also speeded up and slowed down to keep the same relative position to him. As he got to Day's Corner, the object stopped and hovered about 100 feet to the left of the bridge in that area."**

"It was now being seen out the right window of the car. Further along, at the service station where the road turns right, Gallant stopped his car and got out to look at the object. He left the engine running and the radio on. The object moved ahead of him at an altitude of about 150 feet and a distance of 2,000 feet. "

“Gallant got back in his car and continued his trip home. At the place where the railroad tracks cross the road, the object passed from left to right and hovered over a pond near the tracks.”

“Gallant drove to the top of a hill and, for the second time, got out to look. However, from this vantage point, he could see no sign of the object. He returned to his car. As he passed the experimental farm, the object appeared again, this time only about 600 feet away.”

“It continued to move with him until Gallant reached his home at 1:40 am. He went into the house and called his wife. Together they watched the object through the back window. It was about 600 feet away and quite close to the ground, perhaps even on the ground. A bright white light covered the ground for a distance of 20-30 feet from the object. Now, seeing the object level with the ground, the Gallants noticed "two big domes" on the top of it. With the white light still shining and the object still in the field, the Gallants went to bed for the night.”

Later, Gallant checked with the Canadian Forces Base at Summerside, which is just a few miles from where the object was first sighted. The base said that it had no radar contact with anything matching Gallant's description nor did it have any aircraft in the area at the time. cccxcviii

Denmark

Near Slagelse, Denmark: On April 27, 1960, at 3:00 am a man “Mr. N” encountered a UFO eleven kilometers south of Slagelse. The witness “felt a strange sensation of being watched. After leaving the wood surrounding the main building, he saw an intensely shining white circle approaching at high speed from 20 degrees in the southwest.”

“After 3-4 seconds the circle stopped close to the car, the motor of which lost power and the lights went out. The witness “Mr. N” stopped on the right-hand side of the road six meters from the object, which resembled two bowls face-to-face, with a board shining band approximately around the center, with a smaller stripe on top. It was nine meters wide and six meters high.

“On the top was a small superstructure, underneath it was three luminous spots. As the craft hovered at three meters, three legs and a cylindrical tube descended from the underpart. From a square opening in this tube emerged four dwarfs, 90 centimeters tall, which moved towards the car with slow, graceful movements, like frogmen walking on the bottom of the sea.”

“Their faces were human-looking but flattened; their mouths moved soundlessly. They were dressed in green, shining costumes, on the front of which were three dark vertical stripes.”

“As the beings approached the car, a thick cable slid out of the bottom of the machine towards it, stopping two meters from the right window. The cable ended in a square screen, in which a round, luminous lens was visible.”

“The four beings surrounded the car, two at the left door. In their hands, they each had an instrument like a slender lantern which they placed on the car several times. During this time there was a humming sound like high-voltage equipment. The beings, cable and landing legs all returned to the craft which took off very fast to the south-west.” cccxcix

England

Southport, England: On November 13, 1963. Tony Softley, a Southport restaurant owner, claimed that he was followed home in the early hours by a flying saucer. Police, R.A.F., and coastguards were alerted by a garage where he stopped. Six people at the garage saw the object and were under observation for more than an hour.

“Police said there were no reports of shipping or aircraft in distress and no other inquiries had been received. They told the object-bright star-like lights--were similar to lifeboat recall signals but no lifeboat had been launched.”

“I noticed the light as I was driving into Southport from Preston, said Mr. Softley. It seemed to be following me. After a while, it changed color from white to green and was joined by another.”

“They came in quite close as though they were following me. I was quite frightened.” **cd**

Aston Clinton, Great Britain: On February 9, 1962, at 3:30 am Mr. Wildam was driving near Aston Clinton when he observed a UFO. All of a sudden, he saw an oval-shaped object with portholes about 20 to 30 feet above the ground and 40 feet wide. He shared:

> **"As soon as I came within 20 yards of it the power of my car discharged, it dropped right down to 20 mph. I changed down into second and put my foot flat on the accelerator – nothing happened."**

"I had my headlights full on, and although the engine lost rev, the lights did not fade. The object, which was silent, kept ahead of me by approximately 20 feet for 200 yards, the started to come lower-it continued like this till it came to the end of the stretch- then a white haze appeared around it, like a halo around the moon, it veered off to the right at a terrific speed and vanished." cdi

France

Feyzin, Rhone department, France: On September 15, 1954, at 11:30 pm a white light suddenly swept the road in front of a young man who was driving. He observed that it came from a large, dark object shaped like an ellipse about ten meters above the ground, 50 meters away. It flew away, making a noise like wet fireworks, and throwing magnesium-like sparks. cdii

La Chapelle-Hugon, France: Author Aime Michel gives us the testimony of this next case. On October 3, 1954, at 9:00 pm Robert Verdenal and his companions witness a UFO along Route N-720 between La Chapelle-Hugon and Grossouvre, in Cher. "Without warning, Robert Verdenal and his companions saw coming from straight ahead of them (that is, from the south) a luminous, circular, red object. It approached fairly rapidly, then suddenly stopped. This immobility lasted several seconds, after which the object took off again speedily toward the east, making a right angle with its first trajectory." cdiii

Oye-Plage, France: On October 27, 1954, on Route N40, the Mayor's secretary saw for fifteen (15) minutes a bright, cigar-shaped object, flying very low and following the turns of the road at 20-meter

altitudes. Suddenly it turned at a right angle from the road and flew away. For a quarter of an hour, her car was followed by a glowing cigar-shaped UFO. Only an estimated 60 feet above her vehicle, the "cigar" stayed with her vehicle through many bends in the road. cdiv

Eventually, the object tired of the game and sped away at a right angle.

Herault in southern France: This next case comes to us from ‘Flying Saucer Review’, the entire story can be read in the issue. As such a shortened version has been made below. On February 9, 1969, around 1:00 am a Monsieur "Mr. Y" was driving a lorry when he encountered a UFO on his farm at Herault in southern France. The witness shared he was in his car when a "very powerful light lit up the fields behind us."

Soon he realized some 400 meters to his left was a "cigar-shaped object, stationary at the height of the power lines. In the moonlight, its whitish color was visible." He decided to turn around and head back home to wake up his friend.

Figure 13 - Typical silver cigar ship

He then shared: “The three of us stood there watching the thing, which was about 500 meters from the house. It was between the power lines and the water tower, and at the height of 15 meters from the ground.” cdv

Italy

Rome, Italy: On August 20, 1963, around 9:32 pm, the President of the Republic of Castelporizan's chauffeur was driving a Fiat 2300 on the road on his employer's estate near Rome. The Fiat was doing about 80 kilometers per hour when a strange object suddenly loomed above two trees situated near a long bare patch in the forest which ran along the road, an area flanked by high trees and low shrubbery. The object was a domed-disc.

“The dome, or tower, on the UFO, seemed to terminate in a rotating glass roof which slightly protruded. Three elliptic, illuminated portholes were located in the tower. The rest was of the object was dark and only visible because of the Fiat's headlights. The UFO was an estimated 20 meters in diameter.”

“The chauffeur hit the brakes, and the Fiat lurched to the left in a quick stop. At the same time, the engine died. The UFO dived on the car, swooping over it. For three seconds as the UFO passed over, the Fiat shook rapidly from top to bottom (A sound was heard during the whole time that reminded the witness of a jet or an electric motor at high speed.”

“Alarmed at the approach of the UFO the chauffeur tried to drive away but the engine refused to start. The UFO reversed its course and made a second pass over the Fiat. For a second time, the car experienced violent tremors.”

“The UFO sailed slowly (an estimated 30 kilometer per hour) back to its original position, a few meters above two trees some distance away. The craft, or whatever, then changed from a horizontal position with the underside being parallel to the ground, to a vertical position with the underside being perpendicular to the surface of the earth. Then it zoomed with "lightning velocity" horizontally toward the west.”

“Two official Italian investigators questioned the chauffeur on September 20th. The chauffeur made a favorable impression. He turned out to be a very serious person, sincere and trustworthy, never contradicting himself.”

“The investigators, accompanied by the witness, visited the site of the encounter where the chauffeur demonstrated the various phases of his observation. The duration of the event was determined to be 32 seconds. At the spot where the chauffeur said he had applied the brakes; skid marks were noted inclining toward to left which coincided with the statement made by witness earlier. cdvi

The case was filed with the Italian Air Force. It is assumed, the case was shared with the U.S. Air Force.

Morocco

Casablanca, Morocco: At 8:15 pm on September 18, 1954, while motoring on a coastal highway near Casablanca in Morocco, Mr. Guitta was surprised to see in his rear-view mirror a gray object diving on his car.

> **"He tensed for an impact, but the speeding gray object missed the car, zooming by at eye level, so close a strong gust of air pushed his vehicle to one side."**

"As the gray object moved away now directly in front of Guitta where he could get a good look, the disc shape of the object was seen." cdvii

New Zealand

Wanganui, New Zealand: On October 31, 1959, between 3:15 to 4:45 am two brothers Walter and Brian Hawkins, were motoring from Marton to Matamata when a strange, unidentified object accompanied them.

> **"The object is reported to have followed the Marton pair for nearly 60 miles. They said they had it sight from 3:15 am to 4:45 am. They said they stopped a passing car and five people in it alighted and looked at the object. These people said they had seen it as they had approached."**

"On several occasions, the elder brother stopped the car and turned off the motor, but there was no sound from the object. The object's size and its distance from the car were difficult to judge. At Mangaweka, at the top of a hill, the driver stopped the car, and the object moved around like a helicopter in a valley below. The brothers said the object did not fly alongside the car but moved about." cdviii

Near Invercargill, New Zealand: On November 3, 1959, between 11:30-11:45 pm an Invercargill mechanic who was returning to his Otatara home on Friday night had the uncanny experience of driving along the road with an unidentified object keeping his pace in the sky.

"The man said that he first sighted the object when he was nearing the airport. It was between 11:30 and 11:45 pm when his attention was drawn to an unusual light in the sky. It was crescent-shaped with more of a glow about it than a brilliant light."

"The edges of it were enough defined,' he said, 'but I could tell there

was some darker unlit shape in the center of it. There was a depth there, but I couldn't tell you the exact shape of the rest of it."

"There was no suggestion in the man's mind that it was either the moon or a weather balloon. In the first place, there was no moon on Friday night."

"At this stage, the object took off and headed behind the belt of trees at the back of the airport and the mechanic accelerated his car running with its lights on. The object moved on, crossing the road at McLauchhian's comer."

"From there to Oretl Avenue it kept pace with the moving car at about 30 miles an hour'...perhaps a little slower. It wasn't moving too quickly because I wanted to watch it. At this stage the mechanic decided he wanted confirmation of what he could see, so he made for home and woke his wife and child."

"My wife and 11-year-old daughter both saw it enough, and afterward my daughter described it exactly as I had, even to the dark shadow of a body to the thing,' he said."

"At this stage, it had moved till it was almost directly above the Vickery homestead. I decided to try to follow it further, but my wife refused to come. It was too eerie for her. I trailed it out toward the camping ground and watched it for a few minutes before it completely disappeared. There was no noise to it, and I haven't the least idea where it went to." cdix

Norway

Gjasjoen Bridge, Oslo, Norway: In November of 1953, two Norwegians, Trygve Jansen, and Fru Gudnm Buflod were out for a drive near Oslo when a disc-shaped object followed their car.

"The disc came closer, and then it circled the car once before coming to a stop about 25 feet in the air a short distance down the road. Alarmed, Jansen the driver, braked to a stop, afraid to drive under the strange object."

"Peering at the now stationary object, the two Norwegians could see that the disc- shaped object was about six feet wide, with "legs" protruding from the bottom and a "dome" protruding from the ton surface. Both of the Norwegians had "the feeling they were being

observed and also suffered from a prickly feeling." The encounter ended when the object suddenly zoomed away."

"That evening a numbness in the arm bothered Fru Buflod; and his friend, Jansen, while having no physical complaints, found that his wristwatch had stopped running. When Jansen took the-timepiece to a shop to have it fixed, the repairman said the mechanism needed extensive work-since it appeared a powerful magnetic field had affected the moving parts. Another strange result of the disc encounter was that the paint job on the tar, a dull yellowish beige. Temporarily turned a shiny green for about 24 hours." cdx

Updated information on the case: In November 1953; Mr. Trygve, Mrs. Buflod and a neighbor saw an object rise from behind a hill. They shared: "We were sitting and talking about trivial things. Reaching the Gjersjo bridge we noticed a luminous object, which did not go straight ahead high up, but it was maneuvering around on a low altitude." They shared, it would go away, come back and fly circles around the woods. The UFO reportedly swept past the door of the car. The body of the craft was yellow, like the setting sun. cdxi

Oslo, Norway: On November 28, 1953; two men were riding in a car home from work were stopped by a UFO as Gjer-lake, Norway. At Gjer-Lake, about 10 kilometers outside of Oslo we first saw the object. The Craft came with high speed from behind a mountain and swung out over the water and in again over the road.

The UFO cruised in big circles over the road and now and then it went off to one side. The witnesses shared they had a feeling of being pursued. They said:

"Several times the saucer was near, the car and we were a little worried. After 6- 8 kilometers, driving, the saucer came in front of the vehicle and stopped nearly in the middle of the road. It was just as if we were forced to stop also, says Mr. Jones, I stopped the car but did not dare to go out."

"The saucer then disappeared suddenly straight up with high speed. **cdxii**

Rhodesia

Northern Rhodesia: In April 1954 around 7:30 pm a man and his son witnessed a UFO between Fort Rosebery and Kasama, Northern Rhodesia. The witnesses, in this case, were D.G.L. Clarke and his son Peter. The object seen was an oval with a light on top. The UFO was also said to be a bright rosy red that changed to blue. Here is a description of the event:

> **"They were traveling in a car when the light was first sighted. The UFO came at them in a terrific speed and changed colors as it approached about 500 yards before it swerved away to the left."**

The witnesses shared: they could see the outline as it swerved. It came at them and swerved away twice more. Then it was gone for 10 minutes. The next time it came down towards them it gradually sank lower and lower until it could be seen thru the trees. Then further along the road, they again saw the light ahead, and they thought it had landed on the opposite side of the river. At this point, they were so frightened that they turned back." cdxiii

Scotland

Near Ballintuim Village, Perthshire, Scotland: On a bright morning in the early part of summer 1951, Near Ballintuim Village, Perthshire, Scotland. "I was traveling at the rear of a trailer being drawn by a tractor (and driven by my father). We were climbing a fairly steep hill rather slowly when this very bright golden-orange object suddenly appeared, extraordinarily close and directly behind us."

> **"It followed us for just over a minute, and when I imagine it had carried out all necessary observations, it moved very quickly overhead. I then turned in the direction in which the object traveled, and it quickly disappeared behind the hill."**

"On collecting my thoughts and bearing in mind the antiquated machinery on the farm, I felt that if there were beings in the object, they must have believed us to be extremely backward." cdxiv

Galloway, Scotland: On November 14, 1955, around 7:30 pm Maurice Brazier was driving alone through the bleak Galloway hill district when he came across a saucer.

“Another car is coming," thought Brazier. Brazier closed the distance; he could see that the light was coming from an elliptical body about 60 feet in diameter.”

The "double saucer-shaped" object, as the man described it, displayed a series of blue lights around its midsection, or rim area, that shifted position which showed the object was revolving clockwise.”

“Brazier didn't have much time to think about that since the UFO was only 40 feet high and in a shallow dive heading right at him!”

“Pulling over and quickly leaping out of his car, Brazier saw, to his great relief, that the clam-shaped craft banked at the last second, veering off and speeding away. At the same moment, a "clicking" noise could be heard.”

“Other than the wife, Mr. H. McWilliam, who owned a garage in New Galloway, could have backed up Frazier to a reasonable degree since he saw a "speeding red globe" the same night. Better still, another forestry worker, stationed at Dalmcallum told the press he saw something that "took off" from a hill in the area, something that was "weird-looking” cdxv

Stranraer, Scotland: On August 14, 1965, Mr. and Mrs. Patrick Nash was at the ferry boat docks at 2:00 am when he encountered a UFO at Stranraer Scotland.

Mr. Nash explains "suddenly a brilliant orange-red object shaped rather like a big soup plate appeared about 50 yards from the car. I was shocked."

She said: My husband and the children saw it just as it lifted off the ground, swooped low over the car, and landed about 20 yards away on the other side.

“The children were terrified, and my husband and I could hardly believe our eyes. We hardly had time to think before the object vanished as quickly as it came.” cdxvi

South Africa

Vereeniging, South Africa: On December 14, 1963, around 1:00 am

Messrs. Muller and Immelman were driving along in their car when they came across a UFO. Suddenly they found the countryside illuminated by a bright light coming from a spacecraft 15 meters in diameter. One witness shared:

> **“It was so bright that I could see all the boulders and potholes along the road. Just as the car was back on the tar road, it seemed that night had suddenly turned into day.”**

The UFO was rushing toward their car emitting sparks and glowing with intense orange and blue lights. The two men stopped the car and jumped out as the craft dived five or six times at them. At one point the UFO was hovering for two minutes about 15 meters above them. They could hear the UFO making a humming sound before it flew away.

A Mr. W.T. Muller and a Mr. Leslie Immelman were in a car on the road Mr. Muller, who was driving, was in the process of making a U-turn when something unexpected happened.

“I noticed that the whole area seemed to be lit up all of a sudden.”

“Suddenly a strange bright object appeared ahead of us and made straight for our car at a terrific speed. I was afraid that the object would hit our car, so I jumped out petrified. Mr. Muller did likewise. Standing next to the car on the tarred road, we were astounded to see the object dive right over our car and ascend up into the sky.”

“Mr. Immelman said that the object traveled at incredible speed, suddenly changed its course and made another pass at the motor car. Fifty feet above the car the object suddenly stopped and hovered for at least two minutes, thereby giving them the opportunity of taking in all its details. It was a round object, some 50 feet in diameter. 'The object glowed with an orange light, and on the one side we noticed a bright blue light which lit up the whole area as clear as daylight,' said

Mr. Immelman. From this blue light protruded a long fiery tail which emitted bright electrical sparks."

"While it was hovering I also became aware of a gentle hum. There was no heat. I continued to watch this strange thing in great amazement. I nudged my friend and said, 'Do you see what I see?' He replied, 'Yes, but I don't believe it!'"

"All of a sudden it shot away again heading towards Parys, then changed its course towards Potchefstroom, but soon it returned and dived low over the motor car."

"Five or six times the object returned, swooping low over us only to disappear into the distance. At one stage the UFO stopped at the side of the car and hovered over the road."

"You know,' continued Mr. Immelman, 'I fully intended to keep this fantastic experience to myself I was afraid of ridicule and disbelief, but when a report appeared in Dagbreek, I decided to speak up. What I had seen, I had seen." cdxvii

Queenstown, South Africa: On January 1, 1973, an English couple living in East London, South Africa said they witnessed a UFO larger than a Boeing 747 outside of Queenstown. Approaching Penhoek Pass in their car, they saw what they thought was a train curving toward the road when they realized it was a large object hovering six to eight meters off the ground. It was moving slowly and silently towards a nearby town. After hovering above the road, it picked up speed, but when about 90 meters from the road, it slowed down again.

"It glowed with an orange light and was emitting orange smoke. He said: "I couldn't see the top because of the dark, but it was much bigger than a Boeing."

"The inside of the car became icy cold."

"I was dumbstruck, it was as if the beings in the craft were watching the car." cdxviii

Sweden

Northern Sweden: On September 20, 1971, around 10:45 pm a man was driving home when he encountered a UFO in Northern

Sweden. "Engineer Sten Ceder was driving home when his car was suddenly brightly illuminated by multiple beams of light, and he saw a square black object race past. He felt a force on the car from behind and applying the brakes did not affect. He was then surrounded by a perceived dense black "cloud" that seemed to extinguish all light. When he was once again able to distinguish light, he immediately noticed a shapeless "black mass" that rose from the ground and moved away ahead of him. It then appeared as a kite-shaped object silhouetted against the sky, gradually moving away from him." cdxix

The United States

Barkhamsted, Connecticut: On August 22, 1968 around 1:15 am Mrs. Rita Decker and another woman were on their way back home when they observed a UFO near Barkhamsted. They stopped the car and observed an object the size of an orange that was “very bright”. The two ladies observed the thing for ten minutes then noticed it approaching their direction. They stated:

> **“It was traveling west towards us and this is what scared us. We didn’t know what to do.”**

They then turned off the car engine and lights. They stated they heard no sound, not even from the unidentified flying object. The two contacted Winsted police and from there contacted Larry Fawcett of APRO. cdxx

The last thing she said when asked what she believed, she stated: “Seeing is believing brother, and you can write that too.”

New Britain, Connecticut, USA: On December 9, 1973 at 9:00 pm Mr. James O’Brien a former USAF weatherman witnessed a “glowing orange ball hovering over his car on Shuttle Meadow Road near the pond at New Britain, Connecticut. O’Brien shared “he was scared to death”. The event unfolded when the UFO came down over his car.

> **O’Brien could not believe his eyes when the UFO, the size of a football field (300 feet long) hovered over his car. What shocked him was the fact the UFO was:**

“absolutely still, perhaps a quarter of a mile away for several minutes, then took off”.

After the massive craft left the area, he shared: “we were drained. It scared the hell out of me. People were taken with “awe”.” cdxxi

At the same time a group of people witnessed a succession of three similar UFOs near Pershing Ave. Note a football field is 100 yards long (e.g. 300 feet).

Enfield, Connecticut, USA: On December 7, 1982 The Hartford Courant’s Diane Levick writes the story “Enfield UFO Sighting: “A Monstrosity of a Disc”. The story is about Former Enfield Town Councilman, Paul A. Boucher who witnessed a huge UFO.

Mr. Boucher was headed home from a Republican Club meeting in Enfield on a clear evening. “As he turned on to Washington Road, he looked up and saw a “monstrosity of a disc”. The object was hovering a couple of hundred feet directly over his car. The circular object was rimmed with 300 basketball-sized lights that cast a bright, white light over the area.”

The objects color was “watery gray, like sharkskin”. The only sound he heard was a low pitched, grinding “whirring” like the sound of a motor that would not turn over. The article written by Diane Levick, then stated the whirring stopped, the object turned red, then shot up into the night sky in an arc. The observer admitted:

“I was bawling, I was really shaken.” cdxxii

Danbury, Connecticut, USA: On February 26, 1983 three persons including two air traffic controllers were in a car off Interstate 84 (Danbury) when they observed a massive boomerang shaped ship.

The two men stopped their car to get a better look at the floating beast. The object slowed down and stopped right above them at 1,000 feet in altitude. The witnesses confirmed no engine was heard. The witnesses shared:

- The UFO was “silent, huge and black” in color.;

- It looked like: “something out of the movie Close Encounters of the Third Kind”.

The object then began to move again. None of the witnesses could identify the object as it drifted away behind the trees. [cdxxiii]

Danbury, Connecticut, USA: On March 24, 1983 a Danbury IBM Executive observed an object the size of a 747 (over 200 feet long) near his home. In the book: “Night Siege”, the executive shares:

- “I saw six lights, first all-white, then red, then green”;
- “It was just hanging around out there as if it were tied to a string.”;
- “Then it moved slowly to the east.”;

“It didn’t move fast, so I thought it was some new type of helicopter maybe that some agency was testing. There was no sound at all.” [cdxxiv]

Venezuela

Shooting a UFO | Guanare, Venezuela: In December 1954 a professor was driving along minding his own business on his way to Guanare when a significant, bright, object approached his car and took up a pacing position above the vehicle.

“Scared, the professor floored the accelerator, and when that did not help, he produced a handgun and fired wildly at the UFO, but the shots had no apparent effect.”

“The professor drove on and soon lost sight of the UFO. Shortly after that, he met another car which he flagged down. As it happened, the other car had some interesting passengers: a policeman, a sheriff, a lawyer. The professor convinced them to go to where the UFO was last seen and as they drove up, the strange object was spotted speeding away to the south, tracing a bluish line in the dark sky.” [cdxxv]

Conclusion of Chapter 10

If you want to read more cases on The Hudson Valley Sightings, the best book in the United States on this subject is:

“Night Siege, The Hudson Valley UFO Sightings”,

Dr. J. Allen Hynek, Philip J. Imbrogno, Bob Pratt, 1998, Llewellyn Publications"

The book is very impressive from the journalistic side of the UFO cases provided. It contains, thousands of cases of ordinary citizens (businessmen and women) as well as scientists that faced the onslaught of Massive Alien craft over New York and Connecticut during the 1980's.

Chapter 8: UFOs / UAPs seen over Hospitals

"The UFO came from the south and moved directly over the hospital"

While researching the UFO / UAP cases over cities and towns in America, several of these encounters were reported by hospital employees. Seen by nurses, doctors, and technicians, these spaceships would hover over the facilities or near-patient windows. It is as if the UFOs pilot and crew members were watching how we take care of our sick.

In these bizarre cases, there appear to be two separate groups of UFO witnesses:

1. **Patients / Employees**: Patients, nurses, and other hospital employees will look out windows and witness a UFO hovering nearby.
2. **Emergency Responders**: While on the premises of a hospital, police, and emergency ambulance crews have reported UFOs hovering over the facilities.

We do not know why UFOs are attracted to Hospitals; however, several theories exist:

1. The UFO, interested in the red flashing lights, follow the emergency transport helicopter or ambulance back to the hospital;
2. The UFO is attracted to the red-light beacons on the landing pads at the hospitals;
3. The UFO picks up the nuclear and radiation levels of medical equipment at hospitals;
4. The occupants of UFOs are interested in how we treat our injured.

In this chapter, we discuss how UFOs appear near Hospitals:

Argentina

Neuropsychiatry Hospital | Mendoza, Argentina: On July 22, 1968, at 1:20 am Ms. Adela Casalvieri, a night nurse at the Neuropsychiatry Hospital in Mendoza, Argentina heard a loud, penetrating humming noise coming from the hospital courtyard.

Going out to see what it was, she observed a saucer-shaped UFO land only 20 meters away. The craft was brightly luminous and sitting in the middle of the courtyard. “A bright red beam came from the object and struck her, and she found that her legs were paralyzed. Putting her hands up to her face for protection she now found she was completely unable to move. She remained immobilized for a number of minutes until the red beam was extinguished. At this time the object ascended vertically, then flew off rapidly to the south barely clearing the wall that surrounded the courtyard.”

> **“Before it disappeared she was able to observe several human-looking figures through square portholes that encircled the craft. These beings moved back and forth, passing each other, and were visible from the waist up only.”**

“Landing gear imprints were found at the landing site, and several small potted trees had been burned. Mrs. Casalvieri had first-degree burns on her face and hands, and parts of her nurse's cap and clothing were singed. Also, her watch, which had stopped at 1:30 am, was found to be radioactive, as was her ring.” cdxxvi

Bolivia

Hospital del Torax | La Paz, Bolivia: On August 4, 2001, at the local Hospital del Torax, “Nurse W. H. was working the night shift in the intensive therapy wing on the first floor when she was suddenly paralyzed. She was unable to move her arms, legs, or even her eyelids. Using tremendous effort, she finally was able to turn around and was confronted by the figure of a tall man, who was enveloped in a green aura and headless. The figure suddenly vanished in plain sight. Wilma remained in the stupor for several more minutes.” cdxxvii

Canada

Westminster Hospital | London, Ontario, Canada: On March 29, 1966, at 11:15 pm John Lewis observed a bright saucer-shaped (disc) hovering 700 feet above the Westminster Hospital for about 5 minutes.

> **Mr. Lewis said the disc was about 35 feet wide, motionless and made no sound. The UFO had a central dome and two protuberances (projections) on one side. The object then flipped on edge, a blue flame was emitted from the protrusions, and it rose into the clouds leaving a comet-like trail.**

An independent witness confirmed the sighting. cdxxviii

Tranquille Hospital | Kamloops, British Columbia: On July 27, 1968, around 10:45 pm a UFO was reported at the Tranquille Hospital six miles from Kamloops, BC. The witness shared:

> **"As we were standing in the garden, I happened to look up to the southwest sky. I observed six bright star-like objects flying in circles around each other. I pointed the lights out to everyone there, and they saw the lights too. It seemed as though the lights were playing a game of tag in the sky. The six lights continued to fly in erratic patterns in one spot in the sky, sometimes changing direction 180 degrees instantly."**

From where the witness was standing the UFO was about the size of a dinner plate held at arms-length. He continued to observe the lights for approximately 10 minutes. After 10 minutes, the lights started slowing down, and eventually formed a stationary circle of six lights. The witness then said: "the lights remained stationary in the circular pattern for about 15 seconds, then they all flew outwards in six different directions so fast, they were gone in less than 1/4 second. I estimate the speed they flew off in the 1000's of mph." cdxxix

England

Birch Hill Hospital | Rochdale, England: On February 15, 1957, Mrs. M. Ashcroft was looking through a window at Birch Hill Hospital when she saw something like a ball of fire on a hillside. When the sphere began to slowly rise it appeared to change into a white, disc-

shaped object. The UFO had red and white lights on the underside. It moved slow and low towards Littleborough. It was also seen by three other patients." cdxxx

Ryhope Hospital | Ryhope, England: On October 1, 1962, at 4:10 pm three nurses saw a flying saucer when they looked out of a window at Ryhope Hospital. According to the witnesses:

> **"We thought it was a parachute at first, but no man was hanging from the straps,' 20-year-old Miss Judith Loftus, of Station Estate North, Murton, told the Echo today."**

"The object remained poised over the grounds of the hospital for some seconds, shimmering in the sunshine." The facts of the case are:

- "it raced behind a cloud";
- "the object was a 'white silvery color";
- "It had a round shape";
- "It was about the size of a lady's umbrella";
- "It traveled from North to South";
- "it disappeared at an estimated speed of around 700 miles per hour." cdxxxi

Warminster, England: In June 1964 a Vicar reported his family and hospital physiotherapist saw a glowing cigar-shaped object over Warminster, England.

> **"The group watched the craft hover motionlessly in the southern sky over Warminster. They all noted the UFO had a black circular patch or aperture at the bottom."**

That same evening near Warminster, seventeen young people witnessed "a large red ball like blood orange" over the Bath's giant lake in Shearwater. cdxxxii

Taken to Ipswich Hospital for Shock, England: On September 20, 1965, around 10:30 pm three men were in a car when they came into contact with a UFO at Felixstowe (near Colchester). According to one witness:

> **"We suddenly heard a weird high-pitched humming noise, almost like from a science fiction film. I looked out of**

the car window to see an orange colored object about the trees, approximately 100 feet above us. It was oval in shape, apparently 6 feet long and emitting an orange glow."

"One of the passengers Mike Johnson was outside the car, and he collapsed. We got out and went over the Mike and found he was unconscious. We took him to the hospital and the doctor determined he was in shock. After treatment of burns and Trauma (shock), he was released." cdxxxiii

St. James Mental Hospital, England: On March 31, 1973, at 7:00 pm two nurses were leaving the hospital when they witnessed a UFO above some of the hospital buildings.

"The UFO was either a disc or cigar and had a shiny, silver color. A porter of the hospital was also a witness to the strange craft. The UFO hung motionless while a white light coming from the ship hurt the eyes of the witnesses."

According to the observers, the UFO was hovering 10-15 feet above the hospital buildings. The UFO was about 150 feet from the witnesses and remained their hovering for four minutes. cdxxxiv

Hungary

Ambulance chased by UFO | Hungary: On April 22, 1986, around 10:00 pm a man with a dislocation of a shoulder joint was taken to a Surgery Clinic in Debrecen when a UFO appeared. As the ambulance left Hajdudorog, a vast luminous sphere appeared. According to the facts:

- "It was at least as large as the ambulance car itself";
- "it was flying above the right side of the road.";
- "It had an orange color and seemed to shadow the ambulance car.";
- "The UFO was a huge sphere";
- "It was about 100-meters in the distance from the ambulance";
- "floating at a 30-40-meter altitude.";
- "No sound was heard";
- "The sphere followed both the ambulance car and a small delivery truck."

According to the report; “the object followed the ambulance for 15 minutes along the 19-kilometer distance. When they arrived in Hajduboszormeny, the sphere suddenly quickened its flight and stopping above a small forest and slowly descended.”

> **“During the landing maneuver, it radiated such a bright light that the leaves of the trees could be seen more clearly than in the daytime. Within a short time, the light went out, and the landscape became enveloped in the normal darkness of a country night.”**

“After the patient received the necessary treatment at the clinic the ambulance left Debrecen to take the man back to his village. On their arrival in Jozsa the three men in the ambulance car again saw another the huge sphere.

> **“The sphere traversed the village at an unbelievable speed and "waited" for the ambulance at the other end of the settlement! It adjusted its speed! To that of the ambulance and began to follow it again.”**

“The people inside the ambulance were greatly astonished and too frightened to use their VHF radio transmitter. After some minutes of perplexed hesitation, they decided to stop but not get out.” “The sphere slowed down its pace to about 5-l0 kilometers/hour but did not stop. At that time the witnesses were standing right under an overhead powerline.”

> **“The sphere flew over the line and radiated so much light that the cables could be seen. When the ambulances started again and commenced to move with 70 km/hour speed, the sphere began to shadow it again.”** **cdxxxv**

Ireland

The Royal Belfast Hospital, Ireland: On April 14, 2013, a UFO was filmed over Belfast Children’s Hospital. The author of the blog reported that the facility has a replica UFO on a pedestal outside the hospital. cdxxxvi

Puerto Rico

Aguadilla Sub-regional Hospital, Puerto Rico: On October 13, 1972, over 20 employees of the sub-regional hospital reported seeing saucers in the sky. The hospital supervisor, Sr. Ross de Castro told reporters that she had seen the UFOs very clearly. She described them as;

“a large dish-shaped object with a cone on the upper part with white lights rotating around their periphery.” cdxxxvii

United States

Pennsylvania Hospital for Mental Diseases | Philadelphia, Pennsylvania, USA: On July 4, 1947, Dr. M. K. Leisy at the Pennsylvania Hospital for Mental Diseases (Philadelphia, PA) said he saw a big dark saucer-like object move slowly across the sky just before sunset yesterday. Dr. Leisy said the object was surrounded by a luminous halo and appeared to be propelled by whirling jets. cdxxxviii

- *Updated information on the case:* Just about sundown, “Dr. M. K. Leisy, junior intern at the Pennsylvania Hospital for Mental Diseases in the western section of Philadelphia (at Market and 44th Streets), was reading on the west porch of the hospital when his attention was drawn to the sky by a loud roar.”

“He saw a spherical object with a luminous halo around it. The object was flying below the clouds at a moderate speed, "about the same speed as the wind," and appeared to be propelled "by a set of whirling wings, or jets." After several moments, the object disappeared into the clouds overhead.”

“A check with various agencies disclosed that no balloons had been released over that area at the time, nor was it possible to confuse the object with anything connected with the fireworks display scheduled to begin after dark. Independent reports of the same, or other objects, were made elsewhere in the western part of town at about the same time.” cdxxxix

St. Ann’s Hospital, Columbus, Ohio, USA: On July 31, 1949, between 7:10 and 7:20 pm a man visiting his wife at St. Ann’s Hospital witnessed a flying object. St Ann’s Hospital is in Columbus, Franklin County, Ohio. The UFO was:

- “a flying spaceship with red stripes and portholes hovering overhead.”;
- “about 5,000 feet in altitude traveling in a westerly direction.”;
- “oval in shape, grayish blue in color and”;
- “nearly five times the size of the Navy Plane "Constitution.”

The witness reported seeing no exhaust trail or hearing any sound. “While watching the object with his sister he observed two flares being dropped from the UFO. These objects were the size of an average searchlight or floodlight and were illuminated for about one minute. The flashes remained stationary for a few minutes near the large object.” They then turned yellow and then extinguished.

> **“When the flares went out a sphere dropped from the object and settled underneath it. The sphere was a brilliant white and about one fifth the size of the setting sun. The large object and sphere then appeared to rise, and both disappeared into the clouds. The observer stated he did not say the UFO was a "spaceship" but he was pleased the government was questioning him.”**

“Another witness came forward also seeing the floodlight shaped objects. He also agreed with the first observer that the objects made no sound and had no exhaust. The interviews were performed, and statements were taken.”

The reports were forwarded to the Director of Intelligence, General Staff, Department of the Army in Washington (DC). The reports funneled through Fort George G. Meade, Maryland. Copies were sent to Wright Patterson Air Force Base, (OH). The Air Force concluded the object seen was an "Aircraft."

The navy constitution was a Navy transport plane built in 1946 by Lockheed. The Navy Constitution plane was 156 feet long with a

wingspan of 189 feet. If this object were five times the size of the Navy Constitution, the UFO would be around 800 feet in length. cdxl

Biloxi Veterans Hospital, Biloxi Mississippi: On November 18, 1948, at 10:00 am the chief Guards at the main gate of the Veteran Hospital witnessed a UFO. The UFO was observed for 25 minutes. The UFO:

- "was white in color";
- "was shaped like a cigar-ship. ";
- "appeared to be over 200 feet long.";
- "had no exhaust or trail.";
- "had no wings or standard control surfaces were seen on the craft."

"The UFO was moving slowly about 50 miles per hour. It made no noise, as such the propulsion was unknown. Both guards were considered excellent character witnesses as a result of their clean service records." cdxli

West Virginia Doctor sees 150-foot diameter Disc: On March 15, 1950, Dr. Craig Hunter reported a low flying disc over his car at Berkeley Springs, West Virginia. The Kingsport Times tells us that his car battery drained as he turned on his car radio. When Hunter stopped his car to step out, he heard a hissing noise and looked up. It was then he saw a big disc heading slowly towards the west. Hunter shared:

> **"The Disc was about 50 to 150 feet in diameter and 250 to 500 feet in the air. The outer edge of the thing, which had a dirty aluminum appearance, seemed to have fins which rotated. The center remained stationary."**

Hunter also shared he spotted a truck driver, and when he asked the driver to take a look, he said: "Oh my God, jumped into his truck and drove away." cdxlii

Station Hospital, Robins Air Force Base, Georgia, USA: On April 10, 1950, around 4:00 am Captain Charles H. McMahon (pilot) went to the Station Hospital to get some rest. While their Sgt. Harrell noticed a light approaching at an altitude of 500 to 700 feet. The

object had a general appearance of a child "spinning top." The craft had a bright red rim appeared around the disc. Behind that was a shiny white rim, and the interior seemed illuminated by a white light. The red glow looked like than from a neon tube.

> **“The UFO came from the south and moved directly over the hospital. The bottom of the craft was estimated to be about 25 feet in diameters. Just as it passed, it hesitated for a moment, then made a sharp right tune toward the east.”**

“After traveling for 100 feet, it banked again to the left and went toward the swamp. It did not tilt, the bank to turn and acceleration was almost instantaneous.”

“Sgt Harrell compared the speed and acceleration to that of throwing a baseball. Once over the swamp, it gained altitude and very rapidly disappeared. The object was completely silent. Sgt Harrell said; "someone undoubtedly controlled the UFO, and the movement was deliberate. The Air Force concluded the UFO seen was an aircraft.”

This case was mislabeled and should have been categorized as an "unknown" or "unidentified." The object was round, had great speed, was noiseless and executed moves that no plane in the U.S. arsenal could make. cdxliii

National Jewish Hospital | Denver, Colorado: On June 16, 17 and 21, 1952, a patient at the National Jewish Hospital was on the lawn when he witnessed a UFO. The time for each appearance was about 9:30 pm and 10:00 pm. According to the witnesses the object was moving fast and looked like a hat.

The diameter seemed to be 8 to 9 feet and was hanging over some trees not far from the hospital. The craft hovered at 600 feet in altitude. One witness shared it resembled a butterfly in flight, except when it dropped straight down. cdxliv

Rocky Hill Veterans Hospital, Connecticut, USA: On July 8, 1959, at 7:25 pm an X-Ray Technician at Rocky Hill Veterans Hospital witnessed a UFO. A pure white oblong object whizzed through the sky and disappeared in the southwest. The witness stated the elongated flying object appeared to look like a balloon but moved

faster than a plane. This object was small in comparison to a two-engine airplane. He estimated the UFO to be one-tenth the size of a two-engine aircraft. [cdxlv]

Carswell Air Force Base Hospital, Texas, USA: On March 12, 1961, Sgt Niber was on the deck of the Hospital as Carswell Air Force Base when he witnessed two UFOs.

> **According to the observer, the objects were traveling side by side, until one shot straight up and the other heading south. The rate of departure was "instantaneous."**

A Teletype message was sent to ADC Ent Air Force Base (CO); Oklahoma City AF Station (OK); ATIC Wright Patterson Air Force Base (OH); AFCIN USAF Washington (DC); SAFOI Washington (DC); Barksdale Air Force Base (LA); SAC Offutt Air Force Base (NE) and AIRCIV 33 Richards Gebaur (MO). Carswell AFB was flying B-58's at the time. The Air Force concluded the witness must have seen "aircraft." [cdxlvi]

Toledo, Ohio, USA: On June 13, 1964, around 9:15 pm, the radio station announcer from WTOD in Toledo, Lucas County, Ohio witnessed three bright ball-shaped objects. As he left the building, he observed three strange objects in the air flying over a wheat field adjacent to the station property.

> **"The objects were 300 feet in the air and moving away from the observer slowly. The object moved at 10 miles an hour. Each object was the size and shape of the cockpit of a helicopter. The observer thought this was what he was looking at, however, could only see the light. The light diffusing fairly evenly from the interior was white and affixed to the sides was a red light which blinked on and off about once a second."**

The objects hovered over a Barn on the grounds of a State Hospital. The witness approached the barn to get a better look, as he did they began to circle a common point as a center in a plane parallel to the surface of the earth. It was at this point he assumed it could have been one large object.

Dr. Hynek wrote to the witness on November 14, 1964, and asked to speak with him to determine if a "natural explanation" could

be derived. Dr. Hynek postulated a farther distance lighted object. However, it appears he did away with this explanation.

On December 28, 1964, Dr. Hynek wrote the witness one more time and stated: "the sighting you made is still entirely puzzling to me, and by itself, it would probably lead nowhere." Hynek on January 8, 1965, threw out other possibilities "glowing swarm of insects," "a light bulb hanging." The files are extensive with writings going back and forth between Dr. Hynek and the observer. The Air Force concluded the sighting was "unidentified." cdxlvii

Fergus Falls, Minnesota, USA: On October 20, 1965, around 6:20 pm Mrs. Mable Walker observed a UFO near Lake Region Hospital. The object was described as a polished gold in color with the shape of a large pie plate. The object was said to have sharp corners and was not very high in the sky. The thing flew over her head, then curved and traveled swiftly toward the southwest. cdxlviii

Anderson, Indiana, USA: On September 30, 1966, around 2:00 am two Anderson Indiana police officers after leaving the local hospital observed a UFO in Madison County, Indiana.

> **“Officers Dave Lehr and Phil Carr reported the object “resembling a satellite” was traveling below the cloud line. The white object then made a sharp turn to the southwest and changed colors to a red flashing light. The object descended toward the ground and hovered for a brief time. It then descended and ascended several times. The two radioed for another cruiser to confirm the event.”**

“Officer Carr pulled the cruiser over to the side of the road, and the two men observed the aerial phenomenon. The officers did not hear any sound. However, a nurse from the hospital heard a "humming" sound overhead as the officers pulled away from the hospital.” cdxlix

St. Francis Hospital | Rocky Hill, Connecticut, USA: On September 13, 1967, Policemen Philip DelGabbo and Richard McLaughlin both observed a UFO over St. Francis Hospital in Rocky Hill on Tuesday. At 9:15 pm both men stepped outside and watched for an hour a Brilliant red, white and green pulsating object. They believed it was a half a mile in altitude and appeared to be "flashing."

In their words: "At first, I thought it was an airplane or helicopter, but it just stayed there. It must have been some flying saucer." Mr. McLaughlin stated he saw the same object two weeks earlier near his home. cdl

Memorial Hospital, Wisconsin, USA: On October 5, 1970, at 4:00 am several nurses observed a UFO hovering over the Memorial Hospital, Wisconsin.

> **“A nurse assistant described the object at 100 feet long and 32 feet in diameter. It was hovering 20 feet off the ground no higher than 100 feet in the air. The nurse assistant had been drawn to seeing the object when a patient rang the bell stating she observed three "monkey-like" beings swinging in a tree seen from her bed.”**

“The Nurse assistant told the patient to go back to bed. The patient then rang it again sometime later, and the nurse assistant opened the drapes to see an intense beam of light coming down from the object.”

“The nurse stood there for 5 minutes watching the thing. The nurse said, at that point, the object moved up and away while changing colors to an orange glow around the thing. The ‘APRO Bulletin’ pointed out this room was near the backside of the hospital near the emergency room entrance." cdli

Behavioral Health Services Building in Winfield, Illinois: On March 14, 2003, a witness noticed three flashing objects coming down in the sky in front of his car at the Behavioral Health Services Building in Winfield, Illinois.

He next saw more dropping out of the sky until there were several. Most had red and white flashing lights, with no visible wings, and did not make a sound.

Some had blue and aqua lights. Some were triangular, some cigar-shaped, and some were like a small box with four perpendicular lights. The principal witness brought several people out of the building, and they all watched the spectacle together. Also, during the sighting, a helicopter with multi-colored lights flew over. A few of these objects left a contrail. The witness spent seven years in the Air

Force and is confident these were not conventional aircraft. He called 911, and a Winfield police officer responded and watched them with him. The bright objects also discharged balls of light every once in a while, that also flew around. cdlii

Venezuela

Valencia Hospital | Valencia, Venezuela: According to Coral Lorenzen; on December 19, 1954 about 11:00 pm, Jose Parra, said he had been jogging along a nearby highway when he encountered a dozen aliens gathering large rocks and putting them into a hovering disk-shaped ship.

> **"Parra turned to flee but was suddenly frozen to the spot when one of the dwarfs shot him with a violet-colored ray. As Parra remained fixed in place, too paralyzed to move, the diminutive figures boarded their saucer-like craft and traveled out of sight."**

"Police detectives were dispatched to the site of the supposed incident, where the highway passed a cement factory but found nothing aside from some marks on the ground that defied identification."

Giving some credence to Parra's story was a report from a Valencia hospital that suggested something bizarre was in the vicinity that night. About midnight at the Barbula Sanitorium for Tuberculars an employee peeked out a window and observed something floating in the air close to the ground. The thing glowed brightly and was the shape of a disk. Later, at about 3:15 am (December 20th) another hospital employee spotted the same object, hovering a few feet from the ground. The witness attempted to approach the object, but it moved away. cdliii

Chapter 9: UFOs visits Colleges and Schools

“a cigar-shaped craft landed next to Broad Haven primary school”

UFO / UAP case studies reveal extraterrestrials are interested in our children. We now have thousands of reports on files worldwide where UFOs / UAPs have hovered over and landed near schools.

It is evident that once the extraterrestrials land their ships, they attempt to interact with our children. Scientists and psychologists have been trying to understand why these visitors (alien beings) find our children interesting.

Since most of us are unable to interview the alien visitors directly, we have to ponder why extraterrestrials target schools:

1. Are children less scared of extraterrestrials, making them be easily approached?
2. Are our (human) children more curious and less dangerous than adults, giving the extraterrestrials a more positive experience through interaction with our children?

Whatever the reason for their interest in our young, we are concerned about their safety as parents. Most UFO / UAP incident reports reveal that our children's interaction is friendly (e.g., not hostile).

Even if these visitors are not hostile to our children, we are all concerned about the ulterior motive for them approaching our children.

Africa

Durban, South Africa: On July 31, 1954, High School teacher named Eugene Heyer looked up to see a UFO in the sky over Durban, South Africa. The UFO was a grey-colored object and moving soundlessly back and forth above a small grove of trees. cdliv

Updated information on the case: On December 3, 1954, the popular magazine "Outspan," one of South Africa's most widely read

periodicals, devoted three pages to the UFO sighting of Eugene Meyer in its December 3rd issue; about an art instructor at the Durban High School, Durban, South Africa.

"Eugene Meyer claimed to have observed and photographed a UFO over Durban back on July 31, 1954. The schoolmaster said some local natives were the first to spot the object, pointing skyward and thus drawing his attention to the phenomenon."

"The UFO changed from an elliptical shape to a circular one and was at a low altitude. The UFO was oscillating slowly, moving back and forth using two small stands of trees as reference points. Occasionally the object would make a vertical move." cdlv

Argentina

Villa Tunuyuan, Argentina: On July 27, 1962, at 7:45 am 180 school children in the town of Villa Tunuyuan saw three UFOs pass at great speed from north to south. They gave off a bluish light. School teachers who were present added that the objects were discs and emitted blinding flashes." cdlvi

Aguas Blancas, Argentina: On October 01, 1965 three students, Santos Vallejos, Antonia Aparti, and Adela Sanchez, who was walking to General San Martin School, were attacked by small creatures with greenish skin. The children ran away and arrived at the school in a state of terror. cdlvii

Australia

Kapunda, South Australia: On April 9, 1953, around 8:45 am, a school teacher reported about a UFO at the Kapunda primary school in Kapunda, South Australia. The UFO was first seen by the children and then other teachers. The UFO in the sky opened like an umbrella. The object was soundless and appeared from the south at 8:45 am." cdlviii

Melbourne, Australia: On June 5, 1954, around 6:20 pm two schoolgirls became "frozen with fear" when a UFO approached within 20 yards near Melbourne, Australia. "*The Melbourne newspaper*" published the following interview:

"I was so scared,"

“I begged my parents to move to another suburb in case the saucer tried to destroy our home and us. I was standing on a highway, waiting for my girlfriend, when I heard loud drumming; but there were no cars or motorcycles around.”

“Then a large, dark shape appeared over a factory and whirled towards me when I shone my torch. It got above the house of the factory caretaker, and, when I shone my torch, it whirled toward me. Then it burst into light: a gleaming, bluish, silver-grey light.”

> **“It hovered 20 yards away on the top of the factory gate as if it wanted me to look at it, or as if it wanted to look at me. It was cylindrical, about 30 feet long and 15 feet high, with a canopy and window on top, and a window on each end.”**

The other witness reported the: “silvery cylinder rose above the house and swept away in a wide circle to the International Harvester factory, a few hundred yards away. It stayed on top of the factory for about a minute, and then vanished behind some trees.” cdlix

Figure 17 - Illustration of dark silver cigar with windows at ends

Updated information on the case: “Both girls suffered from the loss of sleep, nervousness and remained frightened for some time after the incident. A nuclear physicist was quoted in the “Melbourne Argus Weekender” when he was asked on the girls' experience:

> **“the light available and duration of observation were sufficient to discern details of structure that could not possibly be confused with any phenomena other than a machine that is capable of hovering, rotating, and moving in virtual silence without any obvious method of propulsion.”**

“The same physicist later advised the Australian Air Force in a secret document that:"...this particular sighting has an extremely high probability of being a UFO without any provisos.” cdlx

Brazil

'Machado de Assis' | Santa Catarina State, Brazil: On June 18, 1959, at about 1:00 pm “the children of a primary school 'Machado de Assis' saw a huge, silent cigar-shaped object approach from the north in the cloudless sky. Before the UFO disappeared to the south, they called the teachers to watch. The object zoomed rapidly in an upward curve several times, leaving a small, whitish trail.” cdlxi

CIGAR SHIP WITH PORTHOLES

Fortaleza, Ceara, Brazil: On August 1, 2001, at 2:00 am five geography students camping on a deserted beach in Fortaleza, Ceara, Brazil witnessed a UFO.

“Luis Carlos Prima reported seeing a large disc-shaped object about 10 meters in diameter land on the beach. The students had been sleeping when a very strong wind suddenly woke them up. The wind was so strong that it began to disconnect the ground ties of their tent from the sandy ground.”

“Thinking it was a storm, they ran out and were confronted by the large disc, which had many bright lights on its top and windows in the center.”

> **“A small door quickly opened, and two short humanoids came out. The UFO and the humanoids were about 200 meters away from the witnesses. The little men seemed to be collecting ground samples when they became aware of the presence of the students. They ignored them and after several minutes re-boarded the craft, which took off at high speed. Deep ground traces were found at the landing site.”** **cdlxii**

Canada

Fleetwood Elementary School | Lethbridge, Alberta, Canada: Over November 23 & 30, 1962 at 10:30 pm a strange elliptical-shaped

object hovered above the Fleetwood Elementary School in Lethbridge, Alberta, Canada.

“W.K. Allan of Calgary interviewed Mike Williams and Miles White of Lethbridge and forwarded the following information to headquarters.”

“The object, which appears about 8 feet in diameter, first appeared in 1959 and was seen 'six nights in a row,' by school children and at least one adult. It was seen again on November 23, 1962, at 10:30 pm. After hearing about it, White's mother and her son and the Williams boy went to school on Friday, November 30, 1962. The object was sighted again. It was shining with a bluish light and appeared to be over the school's bell tower." cdlxiii

Shaunavon, Saskatchewan, Canada: On June 1, 1967, at 5:00 pm a school-bus driver saw a circular, dull aluminum object that had a superstructure with eight circular marks or portholes around its midsection. Above that was a glass-like dome. The UFO paced the bus for two miles, maneuvering and hovering around it. The object responded to headlights turned onto it (light reaction), rocking four times before it rose with a roar and disappeared. cdlxiv

Landenberg, Saskatchewan: On October 11th at 7:30 pm a group of five elementary school children skateboarding in Landenberg, Saskatchewan suddenly saw an arrangement of colored lights moving toward them across a field.

One boy told reporters; “It soon came down when it saw us. It seemed to come to a stop, and then it took off."

“The five boys instinctively ducked down in some tall grass because they feared they would be "abducted." When the object moved off, they went to tell their teachers nearby in the schoolyard.”

“Together they all watched the object for another 10 or 15 minutes. One of the teachers said that the object had a "bright flashing light on top.” cdlxv

England

Bedonwell Primary School | London Borough of Bexley, England: On July 17, 1955, at noon a 30-foot-wide saucer-shaped object was seen hovering a few feet above a street in broad daylight on King Harold's Way in Bexleyheath in the London Borough of Bexley.

Car engines near the object stalled. Thirty people observed the craft as it made a humming noise and landed at the junction of Ashbourne Road and Whitfield Road. It then hovered over Bedonwell Primary School (now Bedonwell Junior School) for around one minute. It finally shot off into the sky. Another UFO had landed a few streets away at the same time. cdlxvi

Bletchley, England: On May 22, 1957, between 3:30 pm and 5:10 pm hundreds of townsfolk in Bletchley gazed skywards at a UFO hovering high over the town. One woman said:

> **"it was like a short, fat cigar hanging vertically." It arrived quietly at about half-past three. School children studied the silver object and shops emptied of customers, who hurried out into the streets to stare at the mystery craft."**

"Although there was a strong breeze blowing the clouds along, the UFO remained motionless until around 5:10 pm. Suddenly, it changed to a horizontal position and flashed out of sight, towards Leighton Buzzard, in a matter of seconds. It flew off at a terrific speed." cdlxvii

Queens College | Somerset, England: On March 19, 1958, around 9:50 pm a group of schoolboys at the Queens College in Somerset, England reported several egg-shaped UFOs. The sightings were at 9:20 pm and 9:50 pm. Initially, they saw two egg-shaped objects flying south, one behind the other. At 9:50 pm they witnessed one egg-shaped craft coming back from the opposite direction. cdlxviii

Rickmansworth Grammar School | Hertfordshire, England: On July 16, 1958, at 3:56 pm several school children witnessed a UFO at Rickmansworth Grammar School in Hertfordshire, England. The UFO was "seen clearly against the gathering dark stormy clouds through the window."

> **The UFO "was hat-shaped and was of a bright glowing white color and made a regular, gliding movement. The speed was greater than a jet and traveled against the wind and disappearing behind trees."**

“Some witnesses say they saw a yellow band of light around the center, which the top was blurred and the bottom more sharply defined. The entire class saw the object.” cdlxix

Leeds, England: On July 24, 1963, at 8:45 am a group of school boys claim to have sighted a flying saucer over Leeds, England. The UFO was hovering over Roundhay Park woods as the young boys were on their way to school. For a moment they lost sight of the object behind some trees. When it reappeared, it flew off at high speed and vanished.

According to the “Yorkshire Post”; “the boys had just reached the top of Kentmere Approach, Seacroft, when M.L. first saw it. He shouted to his friends, and they all saw the silver-gray object over a hollow in the woods about a mile away. Another boy, J.D., said that the object was circular and had a cockpit on top.”

“It flew away too fast to be an airplane, and it made a buzzing sound,' he said. All the boys were too afraid to tell their school teachers, but J.D. told his uncle, Mr. D.F. when he returned home. Mr. D.F. said the description fitted that of two objects he saw over Leeds six years ago, which he had never mentioned to his nephew before. Leeds police did not receive any 'flying saucer' reports yesterday. Spokesmen at Church Fenton and Dishforth R.AF. stations could not say whether any aircraft were in the Leeds area at 8:45 am.” cdlxx

Totton, England: On September 13, 1963, at 9:00 pm Vivienne Taylor and her father saw a bright oval-shaped object at Totton.

“The object was reddish, 'a bit darker than a red-hot poker.' It traveled from left to right (i.e., approximately south-west), and it disappeared behind a cloud. It emerged at the point from the cloud almost immediately at the point it had entered, traveling now in the opposite direction.”

“When it emerged, it seemed to have a heart-shaped or B-shaped dark marking in the center. There seemed to be another of these markings at the edge of the cloud. Neither of these markings was noticed before the object went behind the cloud. There was no noise at any time.”

“Vivienne is sure as to the elliptical shape. Her father described the object as being: 'Something irregular-

something you wouldn't normally see.” [cdlxxi]

Testwood Secondary Modern School | Chandlers Ford, England: On November 12, 1963, at 3:00 am Mr. D. Mackintosh, a science master at Testwood Secondary Modern School was driving his car through Chandlers Ford, Hampshire when he noticed a silvery object in the south-east.

“This object appeared to be oval and descended like a falling leaf. It then remained motionless for a few moments, and Mr. Mackintosh estimated that it was over the railway works at East Leigh. The object then ascended and disappeared.” [cdlxxii]

Bentilee, Stoke-On-Trent, Staffordshire, England: On August 31, 1967, at 9:30 pm, two young women reported a silvery-white object shaped like an inverted soup bowl approach and hover over a high school for about five minutes. "The UFO had body lights of various colors and evenly-spaced circles of light (like portholes) around the lower part. “A loud "whooshing" wind-like sound was heard. At each side and above the altitude of the object were shiny flat discs that appeared to be revolving. As the larger object moved away with a rocking motion, its body lights went off, leaving a bright orange and a fainter white light.” [cdlxxiii]

Broad Haven Primary School, England: On February 4, 1977, a cigar-shaped craft is alleged to have landed next to Broad Haven Primary School and witnessed by 14 school children who saw a silver creature. [cdlxxiv]

France

Chereng, France: On September 30, 1954, at 3:30 pm a school student, saw a three-meter diameter sphere at the edge of some woods, about 300 meters away. It was yellow-orange in color and quite bright. There were landing traces and landing pad imprints. [cdlxxv]

Disc emerges from cigar ship | Les Rousses, France: On October 2, 1954, at 3:45 pm a school teacher and children observed a cigar ship over the village of Les Rousses on the Swiss frontier. According to author Aime Michel: “twenty-three school children were outdoors, supervised by their teacher, Mme. Jaillet, when they saw in the sky above Mount Noirmont, in the southeast, an elongated object in the shape of a short white trail or train.”

“At first it was barely perceptible, because of its height and its distance. However, it approached quite rapidly, and some minutes later the phenomenon as it was described corresponded exactly to the classic 'huge cloud cigar.' As at St-Prouant, the witnesses saw the object pass from the horizontal position (when moving laterally) to the vertical position (when motionless).”

“At one stage, they perceived very clearly for several seconds a gleaming yellow disk which slipped out of the cigar, only to hide again shortly. Then the cloud-the 'train,' said the witnesses-resumed its horizontal position at the same time as its motion and disappeared at a lively speed in the direction of Dole, that is, toward the northwest. The sighting lasted four or five minutes.” cdlxxvi

Moussey school | Moussey, France: On October 27, 1954, around 10:30 pm a UFO lands on the Moussey school ground. According to the story, one of the pupils and the school principal saw the UFO. cdlxxvii

Germany

Heusteig school | Germany: On July 4, 1952, at 11:38 am an observer reports a UFO at the Heusteig school in Germany. A U.S. Air Force file reveals the following story:

> “I observed from the Heusteig school in the direction of the astronomical observatory a silver ball or disc which hovered motionless at an altitude of about 10,000 meters.”

“Shortly afterward, another such object approached the first one, after which the first one flew to the left and disappeared with tremendous speed, much faster than a jet-fighter. Soon afterward the second object disappeared. No airplane noise was heard. As to witnesses of my observation, I immediately called my wife and my children.” cdlxxviii

Oberasbach, Bavaria, Germany: On September 3, 1954, Hop-pickers see a "flat machine of circular shape, with fringed' edges over Oberasbach, Bavaria. According to a Munich paper; “The village schoolmaster was the first to notice the object.” He declared it was moving East to West at great speed. All witnesses have agreed that it was distinctly visible against the blue sky and that no optical illusion could be responsible." cdlxxix

Japan

Hokkaido, Japan: On January 26, 1959, about 4:00 pm a junior high school student, was racing with a friend on a hill near his home when they saw in the western sky two bright lens-shaped objects moving slowly westward.

"The sun had set, and the sky was becoming dark; only the mountains still showed the orange tints of sunset. The orange-red objects were brightest in the center; their outlines were somewhat blurred; the boys thought there were faint tails but were not sure of this. The UFOs moved quite slowly, and without any sound being heard.

Suddenly one object stopped completely for four or five seconds, then reversed its course and went eastward. On different courses, both objects soon disappeared. Many other witnesses had also seen them, including attendants in a nearby sanatorium; all were mystified." cdlxxx

New Guinea

Sideia, New Guinea: The Reverend Bishop Doyle released a statement about a UFO event: "In June 1958 there came from a southerly direction a round object about the size of the moon, pale blue in color, emitting light brighter than sunlight. It seemed to hover in the sky over Mission property. After about five minutes it moved in a northerly direction and disappeared in mid sky. Five high school seniors saw it at the same time." cdlxxxi

Samari, New Guinea: In May 1959 the Romano Catholic Mission Station near Samari, witnessed a large green elliptical object by nine schoolboys. It was moving rapidly crossing the northern sky. cdlxxxii

New Zealand

Taradale School | Hawkes Bay, New Zealand: On April 10, 1957, at 10:00 am about 30 children were in the playground (at Taradale School) when a long silver, the cigar-like object flew horizontally over the Redcliffe Hills. "It suddenly turned upwards and disappeared behind the clouds. The children, many of whom are model aircraft enthusiasts, are positive the object had no wings, tailpiece or cabin,

and they say it made no noise whatsoever. Several observers reported seeing a 'great silver cigar' in this region last year. The object was also sighted from Bay View and suburban Napier.” cdlxxxiii

Te Matt School | New Zealand: On December 20, 1968, around 11:20 am a group of children and two teachers saw a round UFO with a dome on top at the Te Matt School in New Zealand. The frightened students of Te Matt School said they saw a hatch and an antenna as the saucer hovered low over some poplar trees, according to the ‘*Hawke's Bay Herald-Tribune*.’ One of the children, Gavin King', said:

- “lights were rimming the underside of the object.”;
- “flames were coming out of the bottom, and there was a bit of vapor.”;
- “It was white on the bottom with a black band around the side.”;
- “It made a clicking noise like a clock.”

The students also reported a "diamond-shaped" light on the UFOs dome. As the children drew their teacher's attention to the object, it "shot upward" and left a vapor trail.” cdlxxxiv

Paraguay

Asuncion, Paraguay: On February 5, 1963, "In Asuncion, Paraguay, a sighting was made in early February by a student named Anastacio Lenva, who saw a UFO land in the sports field of a local school. Saucer sightings were also made by several other residents, including a high official of the Ministry of the Interior, who saw a UFO fly by at high velocity." cdlxxxv

Peru

UFO Crashes on School roof | Santa Leonor College | Callao, Peru: On August 25, 1965, at 10:10 am over 300 pupils saw a UFO at the height of 20 meters at Santa Leonor College. According to the witnesses, they heard a loud crash during class. The ‘Flying Saucer Review’ shares:

“The desks and walls all shook, causing panic and obliging them the abandon classes and go out onto the

playground. When looking up toward the school roof, teachers and pupils witnessed a spacecraft shaped like a dish, emitting two beams from the side."

"As all the students got to the playground, the saucer took off with a loud noise. The craft circled, rising as it did and vanished. The UFO was said to be red in color, and emitted fire and smoke from threw two vents in the underpart, and it had two antennae on the top." cdlxxxvi

The United States

Ohio, USA: On July 30, 1952, around 11:40 pm a UFO appeared over Hamilton County, Ohio. According to the 'Cincinnati Post'; "a weirdly brilliant flying saucer, or something, hung calmly in the air over Greenhills school for more than a minute Wednesday night. More than a dozen persons witnessed it." Joseph Ostendorf, 45, of 3 Bachman street, said:

"I always said I'd never believed in those things until I saw one. Nobody can tell me now that what I saw was an optical illusion."

Mr. Ostendorf said:

- "it was 'the most brilliant light I've ever seen-just like sunlight.";
- "it was weird and gave me the chills.";
- "then a bluish haze seemed to shoot out of it, and it started to move."

"The light seemed to diminish, and it went in a straight line toward Cincinnati." Neighbors of Mr. Ostendorf also saw the glowing object. cdlxxxvii

Jerome Elementary School | Marysville, Ohio, USA: On October 22, 1954, around 3:15 pm school children, teachers, and 60 children observe a cigar-shaped ship over Jerome Elementary School in Marysville, Ohio. Dr. Charles Maney described the event first:

"The attention of the children became directed toward a strange object in the sky circling high above the school. The object was dazzling bright and cigar-shaped. The children watched the object a while before thinking to call their

principal, R.R. Warrick. In response to their shouts, Mr. Warrick came out to the fire escape in time to observe the object at that moment hanging high and motionless in the sky."

"Then the ship made off at tremendous speed, disappearing rapidly from view." cdlxxxviii

"Mr. Warrick called Mrs. Dittmar, who at once came out on the fire escape too late to observe the object, but in time to witness a most beautiful scene. For, as the object darted away there appeared another strange sight. The air as high and far around as the teachers and children could see filled with 'the most beautiful soft white-looking tufts like cotton slowly floating to the ground.' Mr. Warrick said it was almost at once as the object disappeared that this material began to show in the sky."

"He added that no one was frightened. The children-all 6, 7 and 8th graders- considered it 'quite a lark,' he said." cdlxxxix

Damascus, Ohio: On November 9, 1954, around 12:30 am a woman reports a UFO over a High School in Damascus, Ohio.

After hearing some rumble outside her home and looking out her window, she observed a 100- foot long oblong object hovering over the local High School.

The object was metallic and gave off a pale glow. She then heard the sound of a low-flying jet. As the Jet approached the object vanished. The Jet circled a few times and left the area. When the plane disappeared, the UFO reappeared. The UFO then dropped a sparkly object and left the area. The "APRO Bulletin" reported the woman was shaken from the experience. cdxc

Updated information on the case: "Keith Sidinger was a TV repairman and worked late. He also was a radio ham. Around midnight Polly [his wife] usually turned on her husband's radio set and waited for Keith to call on his mobile unit. At 12:30 am, Tuesday, November 9, 1954, she had the TV set on and was waiting for his call when suddenly she heard a rumble outside the house.

“At first, the witness thought it was a nearby train, but the rumble became deafening and rattled the windows and the dishes in a comer cupboard. Looking out a front window, she saw to her amazement a vast, glowing, oblong object hovering over Goshen High School directly across the road and not more than about 200 feet away.”

“Polly's senses were thoroughly jolted, and she couldn't believe her own eyes at first. However, there it was a solid, material object with a dull metallic skin giving off a pale glow. Polly said she noticed no detail on the object's surface. The thing was practically as long as the old portion of the school it hovered over, which would make the UFO roughly 100 feet in length.”

“Now Polly heard a jet flying over at an extremely low altitude, possibly searching the area. She was becoming panicky, frightened, but she claimed the object seemed to vanish one moment it was there, the next it wasn't! After the jet had circled a few times and gone away, the UFO appeared again in its former position. Just before it vanished for the second and final time, it dropped a small, sparkling object like a ball off a fire that might have fallen on or back of the school. The UFO's second disappearing act was exactly like the first.”

“When Keith arrived home--he said he heard a faint hum in the southeast. He found his wife frightened, shaking, and crying. He said he had never seen her so upset.” cdxci

Newark, Ohio, USA: On October 16, 1958, a student taking a picture of a star for a class assignment turned out to be a UFO at Newark, Licking County, Ohio.

According to the report, the bright object left an afterglow when it moved. Mike Shultz turned his pictures over to Air Force officials. Four other school officials had also seen the same UFO that evening and kept quiet for fear of ridicule. Two other police officers also saw the object the same evening and remained silent as a result of ridicule they faced on the October 8th, 1958. cdxcii

Cleveland, Ohio, USA: On January 27, 1959, around 9:45 pm former school board member Robert H. Jamison and others watched a strange object over Cleveland, Cuyahoga County, Ohio. The UFO was rounded at both ends and had numerous lights. cdxciii

Ohio, USA: On March 14, 1959, while walking in the Kyger graveyard hill area (Gallia County), Ohio a high school junior sees a UFO. The object was described as two saucers "face to face" with a red portion rotating. The observer noted the UFO had an opening with which light could be seen. cdxciv

Updated information on the case: According to Loren E. Gross research the following updated information was provided by the "*Gallipolis Ohio Tribune*": "Late Saturday on March 14th a High School junior named Charles Athey was walking along in his neighborhood when he encountered a strange object. He shared:

> **"it appeared to him as two saucers pressed together face-to-face topped with a red sphere-like affair which rotated."**

"The sphere contained openings through which a light penetrated, striking his shoulder." The thing terrified Charles. He dashed over to the home of Roy Rupe to get help, but before anyone answered the door, the "thing," whatever it was, had disappeared."

"The Rupes believed Charles because members of the Rupe clan had seen something very similar back on January 17th in the same Jessie Creek area. It seems Mr. and Mrs. Stanley Rupe accompanied by two of their children, Caroline, 12, and Roger, 11, were on their way home a half-hour past midnight when they saw a "strange white light." Stanley, who was driving the car said:

"It scared me so bad, I've only been out of the house after dark once since then"

Here is the press story on Stanley's experience: "Rupe attempted to outrun and evade the object, but it persisted in following. 'It came along with me every time I took another direction,' Rupe declares."

> **"He finally rammed his car into the steps of a farmhouse after swinging into its driveway to avoid being 'trapped' by the object which at one point hovered a few feet over the road 40 feet in front of his auto."**

“Rupes brother, Lawrence, reportedly saw the object about the same time. The Langsville man (Meigs County) also described it as being topped with a red ball whose interior lights blinked on and off. It was a clear night, and I'm certain it was not an airplane,' he said. Rupe, a Vanadium plant employee, was on his way to work at about 11:00 pm and was also traveling on Route 124 when he spotted the object.”

150-foot-long UFO |Cincinnati, Hamilton County, USA: On October 5, 1959 around 8:00 pm a 7th-grade school student observed a large cigar over Cincinnati, Hamilton County. The object was reportedly traveled over the observer's head by 100 feet.

> **“The UFO itself was 150 feet long. The UFO was silent, the craft was glowing on the edges but clearly outlined. The student believed the UFO behind the light was black and had three windows or portholes.”**

The Air Force was not able to make a conclusion based on "insufficient data for evaluation" and being an "unreliable report. The Air Force believed the reports "may be imaginary." According to the files, the object was at least 150 feet long. cdxcvi

Columbus, Ohio, USA: On January 3, 1961, between 6:30 and 9:00 pm residents in Columbus, Franklin County, witnessed a UFO. According to the story being told the following happened:

“It was a clear evening when suddenly there was a spectacular burst of bluish- green light in the northwest skies. It caused the area residents to flood switchboards at police and radio stations, and even WBNS-TV received calls. The calls began coming in at 6:30 pm and continued until after 9:00 pm. There were reports that the UFO had landed in Columbus, but this went unconfirmed. It was also sighted over Dayton, Lima, Cincinnati, and Fort Wayne, Indiana. Jets were scrambled from Dayton Air Force Base to investigate the UFO.

“A Cincinnati woman said she saw it come close to the ground and then rise again. A North High School sophomore in Columbus stated that he was watching through a 150-power telescope and was able to see a cabin with red and white flashing lights coming from within. He also said he could see windows in the saucer.” “Robert

Miller, then Director of the UFORC in Newark, got the following statement from Philip Bougher, the observer: [cdxcv]

> **"I first saw the UFO about 9:15 pm when it was pointed out to me by my mother. I immediately went for my telescope. It is a 2.5 reflector. Being an amateur astronomer, it could tell at once that it was not a meteor. After some movement, it became stationary and changed color".**

"I focused in on it with a 6mm eyepiece giving power of about 150X. As I brought the object into focus, the first thing I noticed was a row of windows. They were clear and unmistakable. Behind the windows were four lights other than that I could not see any other details inside the windows."

"The object moved several times both horizontally and vertically. As a guess, I would say the object was approximately ½ to ¼ of a mile away from me. I lost sight of the object when I attempted to move my telescope to another window. At times I could see something like electrical impulses. They appeared to come just before the object above and vertically to the hull. The lights inside the windows were yellow and rather soft. They were not the source of the object's brilliance. I caught sight of what I think was a sort of bluish light. As for the overall shape of the UFO, it is hard to say since I did not see the entire object at one time. I would say it was either bell-shaped or cigar-shaped."

"The official Air Force statement was that the object was merely a meteor. The Air Force is in somewhat more knowledgeable about meteors than even astronomers, in that it claims they can land and take off again."

One has to ask – ever seen a meteor with a row of yellow windows? This same answer has been given on several other witness cases who saw a round or cigar- shaped ship with windows. What was the response from officials? "They saw a "meteor."

Comment | My response to that answer given by officials? Meteor? – Ah – "Not so much!" [cdxcvii]

Three of us witnessed a UFO in Connecticut in 2011 and guess what color it had it had for its windows? – “soft yellow.” You could not see inside the crafts windows. Obviously, they could see out, but we could not see in. The craft hovered over the grass, about one or two feet and made no sound, it was scary indeed!

Lowell Elementary School | Albuquerque, New Mexico, USA: On April 28, 1964, a 10-year-old girl and her younger sister observed an "egg-shaped" object near Lowell Elementary School in Albuquerque. According to the observer, the UFO bounced up and down three times and left. However, two things happened during this sighting; the younger girl brought attention to the older sister by saying "look at those little green men," the old sister had some facial infection during the time of the incident.

One-story states it was from conjunctivitis (common at that age). However, the other was caused by some burns from a ray. The Air Force ruled this children's imagination or light being reflected off a cloud. We do know from the records that the object made no noise. What is interesting is that at about the same time a Sergeant Miller (USMC) reported he also saw the object through "binoculars."

He described the object as having a bright metallic appearance with an oval hump on the left side. cdxcviii

Ohio, USA: On May 17, 1964, UFOs were reported in the North Lawrence and Wooster-Smithville areas of Ohio Sunday. Around 9:25 pm Steve Toth said:

> **“a ball of light, deep red-orange in Burbank. It hovered for five minutes and drifted south and rose 45 degrees. It then proceeded across the sky and changed to a pale white glow of light.”**

“Mrs. Veigel, an elementary school teacher, watched a UFO from Dalton to East Greenville. Mrs. Veigel and her husband stated they saw two lights on the object, but they were not blinking. Their son also witnessed the object, and all agreed it would not be an airplane with landing lights. They first thought it was a helicopter, but concluded, that it was not when no blinking lights were seen.”

“Then at 9:30 pm, Mrs. Frank Brakefield of North Lawrence told the chief of the Fire Department that she witnessed a UFO make a landing in a field north of North Lawrence.” cdxcix

Oliver Wendell Holmes grammar school | Boston, Massachusetts, USA: On April 12, 1966, a resident of Boston reported seeing a UFO over the Oliver Wendell Holmes grammar school. “The female observer obtained the additional people to watch the UFO hover, circle, and land on the roof of the four-story school. “According to the source of the story, ten to fifteen boys playing basketball were so scared they ran home."

> **“One observer stated for a time it hovered 10 feet above the school. She described the craft as being oval with a dome on top. She confirmed the UFO had lights around the bottom, all flashing green, red and white.”**

She also shared; “it circled the school; then it would speed out of sight. In a minute and a half, it would reappear. When it moved, it went like a roller coaster, up and down.” d

Ladd School | Washington County, Rhode Island: On March 13, 1973, around 2:15 am two girl attendants at the Ladd School near Kingston, Washington County, Rhode Island observed a UFO. The object was hovering 200-300 feet in altitude revolving on its axis. The disc had three windows with bright lights. The object disappeared after 20 minutes. di

Lady of Mercy Elementary School | Kent County, Rhode Island, USA: On April 2, 1973, around 2:35 pm children at the Our Lady of Mercy Elementary school observed a UFO in East Greenwich, Kent County, Rhode Island.

> **“The UFO was a dull-grey color and appeared as an upside-down soup bowl (disc) with a red light on top and white lights around the sloping rim. The disc was hovering 150 feet in altitude outside the school classroom.”**

“The craft was observed for seven minutes before it tilted and moved around. The children ran outside to get a better look. The object then headed toward the local cemetery and came back. The craft was silent but left a smoke leaving the children feeling tired and

giddy. More children poured out to take a look, and it was at that point the machine shot off on an upward slope.” [dii]

Charles A. Bell Elementary School| Alton Park, Tennessee USA: This next case comes to us from Leonard H. Stringfield and can be read in his book: "*Situation Red, The UFO Siege*." On October 17, 1973, around 7:00 pm police responded to a woman who observed a UFO descend at Alton Park in Tennessee. “A woman seeing a large bright cigar-shaped object called the local police. The object descended in a wooded area near Charles A. Bell Elementary School.”

According to Dr. Stringfield, the case was shared with local papers. Dr. Stringfield was able to interview the police officers to obtain more facts on the matter. According to the officers:

> **“they got to within 100 feet of the object. They described it as cigar or oblong in shape and had a bluish white color. They reported the object was hovering 15 feet off the ground and appeared to be the length of two squad cars.”**

They mentioned as the “object hovered motionless a hissing sound was heard. Dr. Stringfield asked further questions and learned the object showed no appendages and the craft had no effects on their police car or lights.”

> **One officer who approached the object said: "The thing suddenly shot straight up, as though it were watching me."**

“He then observed it go up to about 90 feet and take off at terrific speed following a plane. The UFO followed the plane for a short distance somewhat below and behind the aircraft. Firemen spotted the craft the next over a Church in St. Elmo, Tennessee.” [diii]

20 UFOs | Elementary School Clovis, New Mexico: On January 25, 1976, the “*UFO investigator Magazine*” reported police and media news reporters were inundated with resident UFO sightings. Police dispatcher Diana Kenmore commented people saw "a cigar-shaped object gliding through the eastern New Mexico skies." Police Officers became some of the observers. The newspaper shared:

> **“Over 20 objects were seen hovering over an elementary school. Town Marshall Willie Ronquillo of the nearby New**

Mexico, Texas town spotted a silent hovering object at 300 feet altitude over the town."

"The object had green, yellow and blue lights. One newspaper reportedly took several photographs of the object with a 35 mm camera hooked up to a telescope. The photo revealed a cigar-shaped object that was white against the black sky. The object was thicker in the center than at each end. The Air Force also observed the object through infrared sensors and determined it was emitting heat." div

Oliver Wendell Holmes Grammar School | Boston, Massachusetts, USA: On April 13, 1966, several UFOs descended to a school in Boston Massachusetts. Several witnesses observed a UFO descend over the Oliver Wendell Holmes grammar school in Boston. It hovered, circled and landed on the roof of the four-story school. Ten or fifteen boys playing basketball under lights witnessed the UFO and scattered for safety not knowing what to do. One witness, Pearl Moses said;

"It was hard to describe, it didn't give off much light but it was hovering about 10 feet above the roof of the school."

More Facts:

- "It was an oval shape with a dome on top and about as large as a helicopter.";
- "There was light around the bottom that changed from red to white to green. They were in a bunch.";
- "It started to circle the school, Peral said, then it would speed out of sight. In a minute and a half, it would reappear.";
- "When it moved it when like a roller coaster, up and down."

Another witness shared: "It was then about 30 feet above the top of the school. It circled away and disappear, then in a minute or so, it returned." Another witness said:

"This thing came down out of the sky, I thought it would crash into the school."

"Then I saw another one following it. The UFOs were going slow. Both of the things went behind the school. He said: "I ran home with

Michael and I didn't want to go out anymore." Another witness said; "It was the weirdest thing I ever saw-just sitting there on the roof." [dv]

Scotland

Near the coastal village of Muchalls, Scotland: In 1971 an unidentified silent craft was seen by two school children near the coastal village of Muchalls, Scotland. According to the source the UFOs appeared night after night for many years. The phenomena are reputed to have continued at least until 1991 when some aspects of the apparitions were also filmed in the area. [dvi]

Turkey

Fatma Primary School | Antalya, Turkey: On June 4, 2002, on this afternoon at least 45 students said they saw a UFO land in the field behind Fatma Primary School. Several students, including Murat Esici, saw an "alien being" emerge from the landed craft, emitting red rays from its eyes. It had a very big head, was about 1.80 meters tall, and had hands and feet that looked metallic. Miss Esici temporarily lost her voice immediately after the sighting. Other Students also claimed they saw an unusual craft with the alien beside it.

> **"His eyes and hands were red, and a red light was emitting from his eyes. The children were overcome with shock after the incident."** [dvii]

Venezuela

San Lorenzo, Venezuela: A local paper tells us; on December 5, 1954, at 2:20 pm over a thousand persons observed a fleet of flying saucers in the skies over the Daralt District, Zulia State. "Among them were school students, several teachers, and many farmers."

The Story:

"At 2:20 in the afternoon the whole town and many people in the oil fields, including 400 students from a college here, went out to observe some strange crafts that whirled in the sky. Two of the boys fainted from excitement. One of the teachers was able to draw the crafts on a paper. Francisco Ollarve, a farmer, who lives not far from Moue Grande, stated to us that he and his wife had seen several large birds fall dead while flying in the area of the saucers." [dviii]

Zimbabwe

Extraterrestrials at Ariel School | Ruwa, Zimbabwe: The following case comes to us from Hesemann, Michael. "*UFOs: The Secret History."* However, the case was initially told to the public by Cynthia Hind and Dr. John Mack (Harvard Psychiatrist) who conducted the interviews on the children after the event.

According to Hesemann; On September 16, 1994, at the Ariel School in Zimbabwe over 60 children witnessed several UFOs and occupants.

"That morning they were alone on the playground, without the supervision of their 13 teachers, who had a meeting in the conference room of the office of the headmaster, Mr. Colin Mackie."

> **"Some of the children suddenly saw a purple light in the sky above the forest, which kept coming and going. Moreover, then, a disc appeared, a huge, shiny craft with a flat dome on top, surrounded by yellow lights or portholes and extending tripod landing gear. It came down close to a rock on the other side of the marsh area, between the trees on the edge of the forest. Balls of light or small discs appeared and flew around for a short while."**

"The pupils who saw it now started to scream out of surprise and fear. This drew the attention of nearly everyone on the playground, and within seconds the limit of the schoolyard on that side was thronged by about a hundred pupils whom all watched the incredible spectacle."

> **"Now all the children who were close by observed something coming out of the disc. First one, then a second, finally a third figure exited the craft from the back of its dome, beings in bright, tight-fitting black overalls with dark faces, two of them bald, the third with long, black hair, about 4-5 feet tall. They had big black eyes, which some of the young witnesses described as 'like a cat's eyes,' tiny little mouths and small noses. Some of the children could see a metal band around the head."**

“All the younger children were scared and started crying. The entities-some saw only two of them, depending on the perspective jumped down from the top of the saucer and moved slowly and wobbled. Whereas one of them went behind a tree, another one came closer and stared in the direction of the children whom all started screaming at once. 'Look at its eyes,' one of them shouted, 'they are so ugly.' However, a few of them were unusually silent.”

“Deep inside themselves, they heard a voice, telling them there was nothing to fear. They had just come to warn them that Earth was going to be destroyed by mankind itself...”

“At that moment, some of the children ran to the headmaster's office to tell the teachers what had just happened on the playground. However, nobody wanted to believe them.” dix

In Dr. Mack’s evaluation he believed the children were of sound mind. The children told Dr. Mack they received telepathic messages about taking care of the earth. If you want to read more on the visitation, there are plenty of case material on the world wide web.

Conclusion to Chapter 12

Teachers worldwide need to become educated on this phenomenon. We want teachers better informed to understand the implications of school children being impacted by such unusual sightings.

I believe School Boards around the globe need to put together protocols to assist school counselors in preparing teachers on how to handle a UFO landing at a school yard. The children need to be instructed if they see one to immediately head for the school building for protection. The visual sighting of UFOs by children need to be taken seriously. We as adults need not embarrass or laugh about their encounters.

Chapter 10: Power Plants attract UFOs

“It followed along the wires, - seeming to draw power

In my first book “UFOs IN U.S. AIRSPACE” I dedicate an entire chapter to UFOs parking themselves over Nuclear Plants, Industrial Plants and Uranium and Plutonium plants. Many of the U.S. cases involve UFOs examining the nuclear capabilities at Los Alamos, New Mexico, Oak Ridge, Tennessee and other production facilities.

In addition to production plants, UFOs are heavily involved in monitoring the U.S. Nuclear Weapons Storage Facilities at U.S. Army, Air Force and Naval centers around the World. It seems these visitors want to know and understand all our capabilities.

Figure 19 - Illustration of spheres monitoring nuclear plants, [dxxii]

A personal sighting of John S Chace

95 South | near Millstone Nuclear Power Plant exit - 95 South, Between Mystic Connecticut, USA:

Two large discs approach our car

On October 9, 2011, around 7:25 pm my wife and I had just left Mystic after a nice dinner and walk. The sky was a gorgeous blue as we drove home. We were heading down 95 South towards the exits near Niantic when suddenly I noticed off to my right a stationary object with blinking lights about 400 feet or 500 feet in altitude.

I could see off in the distance the lights on this thing were approximately 4 to 5 lights blinking in succession around the circumference of this object like rotating lights. I told Kris, that was a very unusual water tower, in the distance and relatively prominent. I assumed it was a water tower in the distance, so I kept moving with the traffic. As 95 took bends and turns around trees, I lost track of the water tower.

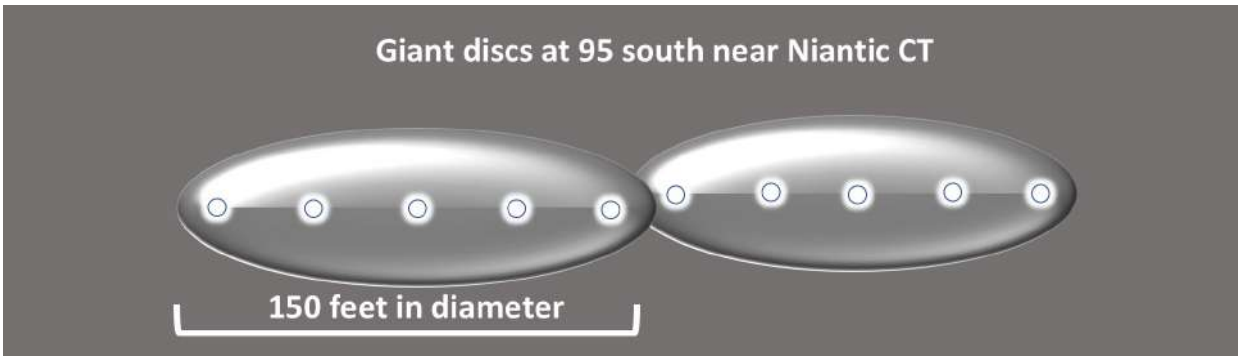
Then a few miles down the highway, we came around a bend in the road, we could see a massive back up on 95 South. I told Kris there must be an accident further down 95 South as it was now a parking lot of bumper to bumper cars.

We came to a complete stop. We were in the left lane facing south; cars were in front and back of us. To our right was a car with a big eighteen-wheeler in front of it. Well, I let out a huge sigh, deciding to take in the beautiful evening, so I opened the moon roof of the car and looked up.

Just then out of my right eye, I spotted the water tower. As I turned my head and looked, I could see no legs were holding it up! It was not a water tower! It was something else. To double check I did not see things, I looked past my wife to my right out her window over the hood of the other car to confirm this thing had no legs. Sure enough, this object was stationary at a distance of 200 feet from the road, about 400 to 500 feet in the air (hovering) with five flashing lights around it.

I tried to push this sight out of my mind. So, I sat back and looked up through the moonroof once again. Then again, out of my right eye, I saw movement coming from the direction of the thing.

I turned my head again and looked to my right toward the thing, and I now see movement not from that object but of an identical object, 100 feet off the left of the first object.



I almost crapped my pants as I saw a second identical large craft moving very slowly towards all of us on 95. It appeared to me; the occupants must have been drawn to the large car back on 95.

All of a sudden fear ran through my body as I realized we were trapped! As a result of the traffic jam and the parked cars, we could not move, yet this second object began creeping forward towards all our vehicles. It seemed to be approaching the car on my right and us as well as the cars behind us. As the fear welled up in me, I suddenly shouted “Jesus”!

I was flabbergasted – I had never seen two large UFOs side by side so close to me. Each craft appeared to be at least 150 feet in diameter. They were both identical, silver in shape, like two deep dish bowls face to face. I was mesmerized by the crafts 5 reticulating white lights.

These lights went on and off each 1 second. Second on, second off, repeated. The stationary object's lights reticulated. These objects had a light gray shiny metallic look. My roof was open, the cars and truck engines around me were in idle.

While watching the crafts, I did not hear propellers (no engines), through the rooftop where I could see them. The traffic began to move, and we took off down the road to home. This incident I then reported to the Niantic police by phone.

Several developments on the above alien ships

First, I shared this story with a friend of mine, former Jag Corp U.S. Navy officer, he mentioned, it made sense the two large discs were where I saw them as the Niantic Nuclear Power plant was near. Second, I reported this sighting to the Niantic police department and they took the sighting seriously.

Third, the reporting center NUFORC reported a similar UFO sighting but a smaller in size the next day at 3:00 pm.

October 10, 2011: At 3:00 pm, an individual traveling 95 south near exit 88 (Groton) witnessed a smaller shiny disc at about 2,000 to 3,000 feet in altitude, the size of a short school bus. [ix] I ended up filing a UFO report with Mufon.

Lockbourne Power Plant | Columbus, Ohio, USA: On January 7, 1948, around 7:53 pm several witnesses reported seeing a UFO near the Lockbourne Power Plant at Columbus, Ohio. Air Force Pilot Lieutenant Thomas and Sims (flight 9944) were in a plane traveling from Dayton to Washington when they observed a large amber colored object. They reported the UFO:

- was “stationary in the sky around 3,000 to 5,000 feet altitude.”;
- was “seen by Columbus Airways.”

Between 7:15 and 7:30 pm a Tower operator (Mr. B), observed a UFO hovering over the Lockbourne Power Plant. The UFO began moving southwest and glowed from white to amber. In Mr. B’s report he shared the UFO:

- “bobbed up and down”;
- was "enormous.";
- “left bluish streaks in the air similar to a jet.”

Mr. E, reported the UFO was hanging motionless in the sky. He observed the UFO as it changed from ruby red to amber, to yellow, and back to red. Mr. “E” also shared, the UFO was:

- “about the size of runway light when viewed from 500 feet.;
- "circular in shape";
- “traveling at 500 miles per hour.”

At 7:25 pm, Captain Charles McGee, Assistant Operations Officer at Lockbourne Air Force Base observed the UFO. He said the UFO / UAP was:

- “like a spotlight but there was no beam from the light source”;
- "oval-shaped";
- “hovering at 3,000 feet in altitude.”

As the pilot approached the airport to land, he quickly realized the light(s) illuminating the UFO disappeared: "as if it had been turned out."

Upon landing, the tower operator asked Captain McGee if he had seen anything unusual. Both men stepped outside the tower and looked up; it was then the UFO suddenly "reappeared."

This time the objects' color changed from white to orange. The two observers watched the UFO maneuver about the airport grounds.

As if to taunt the two men the UFO nearly touched the ground while hovering above the field then returned to its original position. The observers shared the UFO displayed terrific bursts of speed. The description is as follows. The UFO:

- “emitted a gaseous green mist”;
- was “very large”;
- could fly "up and down" and "side-to-side" at "great speed";
- had an “intense brightness pierced through a heavy layer of clouds as it passed over the area”;
- could perform circle maneuvers”.

Investigative reports were prepared, and sworn statements were included in the file. All final reports were sent to Wright Patterson Air Force Base (OH). The UFO case file was quite extensive, and one can find articles from *‘The Dayton Daily News’* covering the story. The Air Force, in this case, concluded the object was "Venus." [dxxiii]

Comment: Like so many Air Force classifications, the facts do not support the conclusion. If the planet Venus was the cause, it would have to be very close to the airfield. If this had happened the state of Ohio would have been wiped off the map. The real question

is what type of "enormous craft" could change colors from white, amber to orange while hovering over a power plant?

Furthermore, what flying object in 1948 could produce enough thrust to move from 0 to 500 mph in just a few seconds? Was it a giant Hummingbird?

Atomic Energy Plant | Ellenton South Carolina, USA: On December 2, 1950, at 10:45 pm, four witnesses, including a Pastor, observed a UFO over the newly constructed Atomic Energy Plant at Ellenton, South Carolina. Reverend R.D. Parkinson, a Baptist minister, focused his attention on the object after his neighbor spotted the flying object. The pastor stated he was reluctant to talk about the saucer, as people were discussing leaving the town after the government announced the completion of the new AEC facility in 1951. Further, the pastor stated:

> **“it seemed unlikely anyone would try to make a secret flight over the area in a craft as well lighted as the object he saw," but he felt he should report it anyhow. The neighbor described it as a "great, big white star" that went "back and forth and up and down" over the town.”**

An Intelligence report was made December 8, 1950, to the Commanding General of the Headquarters for the 14th Air Force at Robins Air Force Base in Macon, Georgia. The Air Force concluded the Reverend and the others civilians witnessed an "Aircraft."

However, no evidence in the file confirmed this conclusion. Even Today, the U.S. Air Force does not have an aircraft that resembles a star. [dxxiv]

Near Hol Electric Power Works | Norway: On April 20, 1952, at Hallingdal, Norway, three witnesses were on a Hill in Torpo when they witnessed a UFO. According to them, they saw a glowing ball (sphere) which must have been remotely controlled as it performed the strangest stunts.

> **“At first the sphere was perfectly stationary in the sky hovering over the valley. Then it rose at a terrific rate straight up in the air and then launched off sideways as a**

rocket. Dead against all laws of physics it stopped in the middle of the atmosphere and performed one last stunt."

"The whole time the UFO radiated light of varying strength, and when the glowing ball finally disappeared over the snow-covered mountain plateau, it looked as though it swept across the snow as a powerful searchlight." This lasted for more than 30 minutes. The Air Force concluded the witnesses must have seen the refraction of the Sun or Moon.

"Looking through binoculars, the object looked like a ball used in sports only it radiated light. The light (sphere) turned a couple of times, first to the east, then to the west."

According to them, the sphere appeared directly to the right of the cable net. When it started moving, it moved up and down. The object was silent (made no noise).

This Air Force case appears misclassified. One cannot expect three witnesses to be hoodwinked by the movements of such an object and call it "refraction of light." [dxxv]

South Bendix Aviation Plant | South Bend Indiana, USA: On July 23, 1952, around 11:35 pm Captain Harold Kloth observed two UFOs over the South Bendix Aviation Plant at South Bend, St. Joseph County, Indiana.

"While standing in his backyard, Captain Kloth saw a commercial airliner crossing the sky when a pair of blue-white lights appeared. He observed one speeding southwest while the other headed west."

According to U.S.A.F. Captain Forest R. Shafer, this same night another sighting occurred over Cairo, Tippecanoe County, Illinois." He also mentioned "a third sighting which took place at the Twin Branch plant at Indiana-Michigan Electric Facility. This plant was believed to be in South Bend, St. Joseph County, Indiana."

According to Captain Shafer, "a Mr. Robert Davis reported a strange luminous, glowing object hovering near the plant. The UFO was a saucer with a dome. "According to the observer, the intense white lights gave the thing a "ghost-like" appearance. When it left, it took the same flight path used by planes in the area (St. Joseph airport)." [dxxvi]

Captain Shafer discussed with the press two cases that had recently (August 1st) come to his attention although they occurred days before. “An Air Force procurement officer, a Captain Harold Kloth, stationed at the local South Bend Bendix Aviation plant,” had seen the UFO.

“While standing in his backyard that night watching a commercial airliner traverse the night sky, he also sighted a strange pair of blue-white lights, which appeared to be the size of a first magnitude star. Captain Kloth with 2,000 hours of flying time, was not easily puzzled by odd sights in the heavens. These moving specks, however, caused him to pause.”

> **“One light sped southwest, while the other one veered abruptly to the west. This was the same night, noted Capt. Shafer, that "mysterious lights" had been observed over the city of Cairo, Illinois.”**

Moreover, Capt. Shafer had another story to relate. He told of the experience of a Robert Davis of Mishawaka, Indiana, who happened to live near the Twin Branch plant of the Indiana-Michigan Electric power company.”

> **“About ten minutes after midnight (no date given) Davis was letting out the cat for the night when he noticed a strange luminous object low in the sky circling the Twin Branch facility at "jet speed." Davis claimed the object's shape could be seen as a round saucer-like body with a domed top.”**

“The strong white light that glowed from the object's rim gave the thing a "ghost-like" appearance. When the object left the area, Davis noticed that it took the same flight path used by aircraft in their approach to the St. Joseph airport for landing.” dxxvii

General Electric Power Plant | Cincinnati Ohio, USA: This next case comes to us from the research by Jan Aldrich at Project1947.com. We have to be appreciative of the information below as it does not show up in Air Force Project Blue Book as a full case.

Aldrich mentions this UFO case as a Blue Book Unknown. On March 9, 1954, around 3:56 to 4:04 am a civilian-military pilot

observed a UFO hovering over the General Electric Power plant at Cincinnati, Ohio. The observer got out his car to watch the object as it moved towards the south at about 2,000-3,000 feet in altitude. The witness described the UFO as follows. It was:

- “pulsating bluish-white”;
- “ellipsoidal in shaped”;
- surrounded by: “a luminous halo”;
- over: "100 feet in diameter"; (the pilot shared the UFO was larger than a DC-6. The DC-6 had a length of 106 feet and a wingspan of 117 feet)
- hovering over: "the General Electric plant for 4 minutes."

The UFO then accelerated and suddenly changed color to yellow then red, changed course to the East, then disappeared in an almost vertical climb in seconds. dxxviii

Fernald Atomic Energy Plant | Ohio, USA: The following story comes to us from researcher Leonard H. Stringfield. On August 25, 1955, at 10:40 pm two county policemen on patrol in two separate cruisers sighted a UFO hovering an estimated 5,000 feet above the nuclear facility. According to CRIFO investigators;

> **“The object was a light brown sphere. At the time of this sighting, the Fernald Atomic Plant produced enriched and depleted uranium. Its location was 20 miles northwest of Cincinnati.”**

The Patrolman, Mr. E. Nehree and Mr. M. Wiseman, shared the UFO had a red glow that was "flickering" as it hovered over the atomic plant. They said the light display was 'something like: “exhaust from an airliner.”

> **“The object reportedly would drop 100 to 300 feet and then go back up, sometimes darting 'side to side' like it couldn't stay stationary.”**

According to the Cincinnati Post: “the Atomic Energy Commission had launched an investigation into the matter.” As far as we know, nothing was ever presented to the public on what the object was. dxxix

Employees of General Electric | Circleville, Pickaway County, Ohio, USA: On June 29, 1955, around 10:15 pm two men having gone fishing witnessed a UFO near the Circleville, Pickaway County, Ohio waterworks.

The ‘Circleville Herald’ shared: “two Circleville men today were standing firm in their story of a strange, 'square' light seen among the trees near Circleville water-works.”

“Chuck Rihl emphasized that he and Dick Buskirk saw only a 'square and glowing light,' which otherwise had no particular details or pattern. Rihl added: “It was a mighty bright light, though--brighter than anything I've ever seen before.”

> **“Rihl said the light he and Buskirk saw ‘glowed with an unusually brilliant 'bluish' glare’. He said he and his companion first sighted the phenomenon after they had finished fishing and were walking back to their car, parked some distance away. It was about 10:15 pm he said, and 'real dark.' The moon, he explained, was beginning to rise and had yet to make an impression on the deep gloom around them. Buskirk carried a flashlight. The men said they are confident no other fishermen were in the area. Moreover, the moon, they recalled, was in a position where it could not possibly have been responsible for the mystery light.”**

“They first saw the light directly ahead of them while they were crossing a clearing and approaching the waterworks. It was well off to the right of the waterworks structure, motionless, and roughly at treetop level. Almost as soon as they noticed the light, Rihl said, it began to dim steadily and, in a moment, disappeared. The men, both able to claim more than average knowledge in the field of high-power lighting, stressed the fact that 'the light certainly didn't snap off suddenly---it dimmed, and very shortly went out altogether.”

“When they first spotted the light, Rihl estimated, they were at a distance of approximately one-quarter mile. Made curious by what they had seen, they hurried forward but failed to find any sign of explanation for the light at the spot where they first saw the object. There was a dim light burning in the waterworks plant itself, Rihl recalled, but no sign of activity.”

“Standing in the vicinity where they figured the light had appeared, Rihl said he and Buskirk were then puzzled by a noise in the trees overhead. He said: "It's hard to describe that noise we heard. It was sort of like a big rustling of the trees, or like a whole flock of birds was fluttering around among the leaves. I honestly can't describe how it sounded. Believe me; it gave a fellow a strange feeling. As for Dick, he said: 'Let's get out of this place" And I certainly was willing to go.” **dxxx**

Power Station | Lancashire, England: On August 13, 1956, around 5:00 pm and a man at Eccles, Lancashire, England reported a UFO over the power station. The ‘Flying Saucer Review’ provides us with his statements:

“I came out of the dark-room at work and glanced up. I saw the object framed between the slope of two roofs at Barton Power Station. It was about 50 yards across and 250 to 300 feet up. It seemed to have beveled edges and was shaped like a cup upside down on a saucer. It remained stationary for about 15 seconds and then moved very fast towards Eccles. There was no noise, and it was red in color.” **dxxxi**

Osborne powerhouse | Near Adelaide, Australia: On December 7, 1957, in the afternoon 35 men watched a strange object directly above the Osborne powerhouse for approximately 45 minutes. The UFO was said to be at 10,000 feet altitude. dxxxii

Employees of General Electric | Circleville, Pickaway County, Ohio, USA: On February 27, 1958, a UFO was reported over the power station at Circleville, Pickaway County, Ohio. A letter to the Center for UFO Studies said:

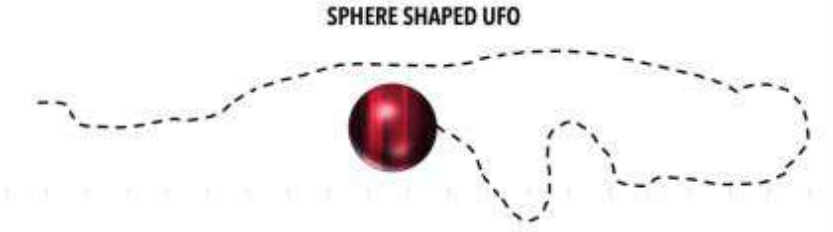
“On a morning in February 1958 I was awakened by my brother who said that he had seen a flying saucer. When I got to the window (located on the second floor), I could see a brightly lit object moving west past General Electric.”

“My brother shared when he looked out the window he could see the object and that it was saucer-shaped with a dome on top. As we viewed it, the UFO continued toward the west until it went out of sight.

During this time, I tried to think what the object might be as I hadn't seen it close up. The point that stands out in my mind is the brightness of the object. While watching it, I could see clouds form around it."

"A startling thing then happened. As my brother and I were still looking out the window amazed at what we had seen, we saw this strange object come back from where the first object had gone out of sight."

> **"The object was red-orange color and a perfect circle. It stopped in mid-air and then went thru a series of maneuvers before landing."**



"We both were struck by this sighting and didn't report it for fear of being laughed at. I always thought the purpose for the landing was to be near water as the Scioto River was near there."

> **"It wasn't till recently with the talk of UFOs and electrical power that I realized the UFO landed at or near the city power station with the river right nearby. That is why I sent you this report because I feel this is a significant sighting with the relationship to electrical power."** **dxxxiii**

Shihezi Diesel Engine Plant | Xinjiang Province, China: In 1958 around 11:00 pm Wang Wenxiang, a designer for the Power Equipment Department, at the Shihezi Diesel Engine Plant, observed a flying object in Xinjiang Province, China.

The UFO was said to be round emitting a very bright white light. The UFO "traveled from west to south, rising higher in its advance, then flew east. It emitted a very loud rumbling sound as it flew. It was a brilliantly radiant orange color in the center and was giving off a white light from the edge." dxxxiv

Near electric power generators | Hertfordshire, England: On July 16, 1958, at 3:56 pm, school children observed a UFO at Rickmansworth Grammar School, Hertfordshire, England. The school is situated on a hill near electric power generators. [dxxxv]

UFOs shut down the power grid

In 1967 and 1968, the United States was experiencing “black-outs” and “brown-outs”. Scientists’ appeared before congress members and reported several cases of UFOs being seen near power plants just before the black-outs occurred.

Uberlandia power station | Minas Gerais, Brazil: On August 17, 1959, Brazilian authorities considered the effect on electrical devices by the proximity of UFOs highly classified information. Their concern was justified on August 17th when a UFO shut down part of the nation's power grid.

It continues

“James McCampbell examined a Brazilian electromagnetic case where a UFO shut down the electrical grid. His analysis shows:

“On August 17, 1959, the automatic keys at the Uberlandia power station
suddenly disconnected power to all four trunks.”

“A technician at a substation, 45 miles away, immediately telephoned to report that all the keys at his location had been automatically disconnected as a UFO passed overhead, traveling in the direction of the generating station along the lines. The chief engineer then manually reset the keys at the main station, but they all automatically turned off again. At that moment he ran outside and saw a bright object in the sky approaching at high speed, later calculated to be 1,500 mph. As soon as the UFO passed, the entire system returned to normal.” [dxxxvi]

Drawing power from the electric grid

High tension wires | Ottawa, Canada: On April 22, 1959, at 8:30 pm an Ottawa man, his wife, and teenage son were driving on a deserted stretch of road during a rainstorm when they saw a 30-foot long saucer with two large spotlights and many porthole-shaped windows" sitting in a field.

UFO / UAP WITH MANY PORT WINDOWS

Red lights were also reportedly seen inside the craft. As the driver stopped his car, the UFO rose, flew across a swamp, and hovered over high-tension wires."

> **"It followed along the wires, rising and falling with them, seeming to draw power from them. "Then the object approached the car, emitting a "heavy humming sound," lighting up the inside of the car "like a sunny day." The UFO also frightened the family dog."** **dxxxvii**

Juan Carrozo Hydroelectric Plant | Chosica, Peru: On July 25, 1965, during the evening Mr. Prospero Alva was awakened by a strange sound and saw an object on the ground emitting green light flashes. According to the 'Flying Saucer Review':

> **"He woke up other employees, who had time to note that the object was about 3 meters in diameter, had small windows in its upper part, and a revolving telescopic appendage."**

"At the site, dark marks, triangular in shape were found indicating a landing of some sort. According to Prospero, when looking at the object, the UFO "was on the ground giving out luminous flashes and making a strange sound." As it was about to take off, "he ran for sleeping co-workers." dxxxviii

Salem New England Power Station | Massachusetts, USA: This next case comes to us from Raymond Fowler in his book *"UFO's Interplanetary Visitors."* Because the story covers three pages, we will suggest the reader obtain this excellent book and read the full story. Just a few facts are shared here. Around 8:20 am on October 2, 1965, a young man J. C. was riding his bicycle and observed a cigar-shaped object that was hovering approximately 15 feet above three smokestacks of the Salem New England Power Station.

1. “The object had a white light on both ends and a slight hump towards the rear and was approximately 20-30 feet long.”
2. “He was facing east-southeast while viewing the object. J.C. rode to within 500 feet of the power plant to investigate. At this time the object rose up approximately 100 feet and moved off to the south-southwest as the lights went out on the object.”
3. “That evening the Coast Guard and Salem police had received telephone calls reporting a strange object hovering over the power plant.” dxxxix

New Hampshire | USA: On March 20-21, 1966 around 10:00 pm to 2:40 am, Sgt Richard H. Page and Officer Eugene F. Bertrand and other policemen observed an egg-shaped craft over Exeter, Rockingham County, New Hampshire.

The object was seen hovering over power lines and making pendulum movements (rocking back and forth).

Lights on the craft were noted flashing while in the middle of the UFO the object pulsated red-white, blue and green. The object then ascended into the sky and departed.dxl

Power lines | British Columbia, Canada: On June 8, 1966, at 11:00 pm three persons reported that their car was followed by an oval object at Castlegar, British Columbia, Canada.

“The three individuals were south of the Castlegar Airport when an oval-shaped UFO followed them. The UFO was estimated to be six feet in diameter and had beams shooting upward and downward. It gave off a bluish glow and stayed parallel with the car as they drove along the highway at 45 mph.”

The observers stated the UFO remained ten feet above the power lines.” It also made no noise. dxli

Edison Electric Substation | Lucas County Ohio, USA: On July 13, 1967, between Maumee and White House, Lucas County Ohio, two men came close to striking a UFO in the middle of the road. According to the APRO investigators, as the individuals went around

a bend in the road, the object was seen in the middle of the way, and the driver applied the brakes but hit it. The APRO Bulletin informs us:

> **"Both were not injured but shaken. The UFO described as triangular in shape filled the windshield. It was estimated to be 22 feet long and 8 feet tall."**

"They closed their eyes on impact, and when opening their eyes, it was gone. They theorized the UFO was taking off when they hit it. The two went to Maumee, Ohio and contacted the state police. Attending the meetings were two Maumee patrolmen and two state highway patrolmen. They went to the scene and witnessed the skid marks on the road and damage to the car front end. The investigators noted an Edison Electric Substation was nearby." dxlii

Nuclear Power Plant Ontario | Canada: On September 11, 1967, at 3:30 pm six or more employees of a nuclear power plant saw a saucer-shaped object passing over the plant going east at Port Elgin, Ontario, Canada. "The object hovered about 1.5 miles out over the lake and dropped something into the water. Reportedly the strange UFO returned two nights later and for the next five nights, the assumption being made that it was trying to retrieve the dropped object." dxliii

New Yankee Atomic Power Plant | Haddam, Connecticut, USA: Around 11:30 pm on September 15, 1967, three women Mrs. Ralph Rarey, Mrs. John Muzik and Mrs. S. Ward on their way home witnessed an object hovering over the new Yankee Atomic Power Plant in Haddam, Connecticut.

"The three women drove to a high point location on Oak Ridge Drive and observed the craft as it remained motionless. The three women told the Courant they were not nervous but curious as it was their first sighting. When the Yankee plant was called to notify them, none of the night crew knew the UFO was above the plant." dxliv

Shutting down the Electrical Grid

Electric substation | Manchester Connecticut, USA: In 1965 standing at an automobile dealership across the street from an electrical substation in Manchester, Connecticut Larry Fawcett (UFO investigator) witnessed a UFO.

The UFO described as “a disc-shaped craft “the size of a 747” descended and hovered yards above the electrical plant.”

According to Larry Fawcett: “A long metal rod extended from the craft. Then electricity jumped from the substation to the UFO for about 25 seconds. It was then the city of Manchester had a momentary "brownout." The object lifted up and was out of sight”. In an article written by Cliff Schechtman, Larry states:

“The ability of their technology to penetrate our military bases is scary.” **dxlv**

The 747 had dimensions of 231 feet in length with a 195-foot wingspan. If the object were the size of a 747, then it would be approximately 200 feet in diameter.

Other UFO events

Kyger Creek Power Plant | Ohio, USA: On December 8, 1966, around 6:30 am, Steve Smith (alias) employee for the Kyger Creek Power plant, Gallia County, Ohio observed a UFO.

“In returning to his house, Steve Smith informed his wife and neighbors to come out and see the UFO. While watching, they first thought the UFO was a light from a boat on the Ohio River, then realized the red and orange lights were coming from something else on the river. The observers then detected "small people moving to and from the object" but were only visible when near the lights. Mrs. Hern then observed the UFO changed to a different color and watched it take off straight up into the sky and vanished.” Mr. Hern said:

“I know every boat light. This was not anything he had ever seen before.” dxlvi

Updated information on the case: According to the ‘Athens Messenger’; when the couple first saw the object, “they believed it to be a trapper on a boat looking for muskrats. They soon realized it wasn't the case. They then witnessed:

“little people going to and from the object." They were so stunned they called the neighbors. A schoolteacher; Mrs. Taylor came out and witnessed the same thing.”

The witnesses observed the red and orange lights shining from the UFO by the river. She mentioned one of the lights was directed toward the water part of the time. The object later turned off its lights and then went straight up into the sky and vanished.” A high school student saw the same thing that morning around 5:00 am. [dxlvii]

Lon C. Hill Power Plant | Texas, USA: On October 18-19, 1967 a large cigar ship parks itself over the Lon C. Hill power plant in Corpus Christi, Texas. An observer at Robstown, Texas reported between 8:00 and 9:00 pm a large craft suddenly appeared. The Air Force file details the following facts of the cigar ship, it:

- “disappeared towards Corpus Christi International Airport”;
- “was spotted on both evenings (18th and 19th) at 8:00 and 9:00 pm”;
- “was reported near the observer’s home”;
- "was described as being cigar-shaped, about 100 feet long";
- “had a very bright bluish color”;
- “appeared to have frosted windows”;
- “had a humming sound as it neared the witness’s home”;
- "launched a smaller object" (e.g., "smaller object" separated from the more massive cigar-shaped ship)

The witness was walking his dog at the time and noticed the dog's hair "stood on end." It was then the craft then headed toward the Lon C. Hill Power Plant. Once the UFO reached the plant, it hovered, and then it proceeded to circle to the left and the right.

The case file also states the witness's brother, who was stationed at Fort Benning Georgia, was willing to send special equipment to take photographic images of the UFO for future documentation. The Air Force when hearing this offer, countered with their offer: "command facilities would be glad to assist her to develop these films once they have been taken.”

The Air Force concluded the UFO "report was unreliable." They said: it was "unreliable" because the witness failed to return form No: 164.

The reporting of UFOs near power plants has been reported all over the United States. In some case, like Connecticut the case a large disc-shaped UFO reportedly drained energy from a power plant causing a massive brownout.

This case was reported by a police officer at Manchester Connecticut in the 1960's. I find it ironic that in this Texas case, the Air Force willingness to processes the photographs contradictory to concluding the witness was "unreliable." dxlviii

Carmal Chemical Plant | Bouchard, Argentina: On June 25, 1968, Jose Juan Racoski an employee Carmal Chemical Plant in Bouchard (Argentina) was stunned by a UFO. He was leaning on a rail at the plant above the gorge of the Rover Parana when he became paralyzed. His workmates found him unconscious. When he awoke, he was momentarily unable to see and believed blind. He shared with his friends we were "bedazzled by a flying saucer." His vision came back in three days. dxlix

Beckton Gas Works | Thames River, England: On November 26, 1969, around 8:30 am Michael Oram was in his van near the Beckton Gas Works on the Thames River when he witnessed a large cigar-shaped ship. The craft was yellow in color about a half a mile away. According to the 'Flying Saucer Review', he watched the object for 15 minutes before it left the area around 8:45 am. During the sighting he believed he was communicated to by the occupants in the ship saying:

> **"You wanted to see us, but now you see us we do not want you to tell anyone else, and we're going."**

This case story is well written and describes the psychological aspects of witnessing a UFO "the shock" of an observer. dl

United Nuclear Corp. Power Plant | Richmond, Rhode Island, USA: On March 12, 1973, over 250 people reported seeing UFOs over the Wood River Junction, Richmond, Washington County, Rhode Island in the last few weeks.

The ‘UFO Investigator’ continued the coverage of the large UFO over the community. Some witnesses claimed the object was larger than a house.

“The object was seen hovering over treetops. A number of the sightings according to local reports have occurred near the United Nuclear Corp. plant located nearby.

United Nuclear operates a waste reclamation plant. Following these sightings, witnesses confirmed military planes had been dispatched looking for the object. One witness, a reporter for the ‘Providence Evening Bulletin’, saw the object on March 12th.”

“He observed the UFO through field glasses and watched it circle and head back to the southwest. The UFO emitted no noise. The article pointed out a spokesman for the Quonset Point Naval Air Station said no Navy helicopters had been in the area at the time of the sighting.” [dli]

A transformer at Grand Tower | Illinois, USA: On March 22, 1973, an operations engineer for the Central Illinois Public Service Company observed an oval-shaped UFO hovering over the company's 66,000-volt transformer at Grand Tower, Illinois. “Oscar Wills, an employee and Wills Hughes both witnessed the craft. Wills said he saw the object as soon as he reached the door.”

> **“I walked about 200 yards to the transformer yard and got almost to it before it (the object) moved away. It went right over me. It was about 1,500 feet up and was making no sound.”**

Willis estimated the craft was 25 feet in diameter. He shared it went over the plant and moved away. He then observed the craft hovering over a water intake pump before having to take another call.” [dlii]

United Nuclear Corp. Power Plant | Richmond, Rhode Island, USA: On March 24, 1973, around 4:00 am Mrs. Ann Gardner reports seeing a UFO stationary above the United Nuclear Plant, Richmond, Washington County, Rhode Island. The object with its brilliant white lights remained over the plant for five to six minutes until it moved off to the west. [dliii]

Later that day around 8:45 pm Mrs. Gardner reported another UFO circling the United Nuclear Plant, Richmond, Washington County, Rhode Island.

“The UFO reportedly was flying low over the plant and local trees displaying red and white lights. Later that evening around 12:15 am, a gentleman returning from work at Rhode Island Hospital observed a roundish object glowing orange-red and flying parallel to his car.”

> **“The observer was on Route 95 when he spotted the UFO 200-300 feet above him. The car was going 55 miles an hour, and the UFO kept pace.”**

He first thought the UFO might be a reflection, so he got out of the car. The UFO then "stopped ahead of him and was pulsing." He reported no noise from the object. The ‘APRO Bulletin’ then states the individual got back in his car and the UFO followed him another 15 miles. Around the Route 138 Kingston Interchange, the UFO / UAP veered off to the west.” dliv

Murray Hydroelectric Plant, Lexington, South Carolina, USA: In March 1975, Mr. and Mrs. Jim Richardson were driving near the Saluda Dam, Murray Hydroelectric Plant when they witnessed a disc. According to them, the brilliant "spotlight" came on and illuminated the interior of their car.

> **“The UFO looked like two "pie plates" put together and had a dome on top. The UFO flew 40 to 50 feet above the car and had red and blue lights on the ends of the craft. The dome illuminated a brilliant white color. The bottom of the UFO was octagonal in shape like a stop sign.” dlv**

Millstone Nuclear Plant | Waterford, Connecticut: On April 1, 1975, around 11:00 pm a couple observes a UFO over Millstone Nuclear Plant in Waterford. The entire report can be read at Nuforc.org, Report Number 080-S80480. A shortened version is provided below.

“One evening during the summer of July 75 around 11:00 pm, while on a date with my future husband we were driving the beach road in our hometown. I noticed a round light over the Millstone Nuclear Power Plant. I was watching it while we drove. I noticed that it appeared to be jumping around in the sky.”

"We parked the car and watched this round light jump all over the sky in a random pattern. It would then hover and move again. At one point we got scared because it moved over the area we were sitting at and hovered. It was still far enough up in the sky to be round, but it was larger at this point. Then while we were watching it got very bright and zoomed over the ocean at a great speed. The light left a tail that went away as fast as the light itself." [dlvi]

Mountain Power Station | Sweden: On December 5, 1976, at 2:30 am a saucer, estimated to be 150 feet in diameter, was reported seen by a family. According to the family, the UFO hung over a distant mountain power station for one hour. It then flew in a zigzag fashion very rapidly. The top of the saucer was dark, with an orange light and diffuse orange and red lights underneath it." [dlvii]

McGuire Nuclear Station | Lake Norman, North Carolina, USA: On October 18, 1982, two employees of McGuire Nuclear Station on Lake Norman where driving to work when they witnessed a UFO at 250 feet above the ground. They first thought the UFO was a water tank. However, upon leaving work there was no water tank in the area. Besides, whatever was stationary in the sky before work was now gone. [dlviii]

Cherokee Nuclear Station | Gaffney, South Carolina, USA: On October 13, 1983, at 12:30 am two witnesses confirmed the presence of a UFO in their backyard appearing to be the size of a Winnebago travel-trailer. The UFO showed two beams of lights on the bottom of the object. The UFO was orange-yellow in color and made a high-pitched sound as it crossed the power lines and moved east to the power station. The UFO was 20 feet long and 8 to 10 feet tall. [dlix]

Scaring the Security Service

Indian Point Nuclear Power Plant | Peekskill, New York, USA: On June 24, 1984, the Indian Point Nuclear Facility at Peekskill, New York experiences its second large Boomerang craft event. This time the UFO approached no faster than 5 to 10 mph and was within 30 feet of the reactor. The security men watched in awe, and this large

craft hovered over their heads. They specifically mentioned they were waiting for words to use their shotguns to protect the plant.

In the words of another security cameraman – " the UFO / UAP was huge, bigger than a football field." He mentioned it was bigger than a C5-A the largest plane in the world (having length of 247 feet and a wingspan of 222 feet). The ship was estimated to be 300 feet long and hovered for 15 minutes outside the plant. [dlx]

- *Updated information on the case*: On June 24, 1984, a large boomerang shaped UFO approached the stacks at the Peekskill (Indian Point) nuclear station. The UFO was 450 feet in length. It was first white, then changed to a blue to red, green and amber color. One sergeant said the object has a dozen white lights forming a huge V. It slowly moved toward the plant and came to within 30 feet of Reactor Number three. At that time the security system of the plant shut down as did alarm systems and communication systems.

Security guards armed with shotguns approached the ship outside the plant waiting for orders to shoot the mothership hovering above reactor three. Before Army helicopters could respond to the intruder, it departed the area rapidly. [dlxi]

McGuire Nuclear Plant sub-station | North Carolina, USA: August 8, 1989 - Timothy Good, famed researcher uncovered that on August 8, 1989, it was reported that a witness observed a reddish-brown, triangular hovering object at an estimated altitude of 1,000 feet. This UFO then dived to about 300 feet above the ground and headed towards the McGuire Nuclear Plant sub-station (North Carolina). This report was recorded in the 'Lincolnton Times'. [dlxii]

Conclusion to Chapter 14

In many of these cases, ordinary citizens will see discs hovering over and moving along the length of the lines as if heading to transformers. In some case, the UFOs will extend some form of an

electrical arm which will then extract the electricity for the transformers or electrical power plants. It has been postulated the UFOs use this electrical power to gain energy for their ships. Several other cases have been reported where UFOs prefer being in massive electrical storms to obtain energy from lightning produced during the thunderstorm.

Finally, if you want to read many cases on Nuclear Sites and UFOs, Larry Hatch has written a book on the subject.

For a complete listing of UFOs at nuclear sites go here: http://www .nicap.org/NSID_DBListingbyCat10.pdf.

Chapter 11: UFOs above and below Water

“a 100 -120-foot diameter disc was tracked on ships radar and sonar”

UFOs travel in and out of the water as much as they do through the skies. A fact many people may not know is UFOs can travel faster underwater than any man-made object. UFOs entering bodies of water or emerging from the sea or lakes have been reported all over the world. In this chapter, we discuss many of these cases.

UFOs rising from the Ocean

Early Aliens | Boston, Massachusetts: This case comes to us from Jacque Vallee from his book “*Wonders of the Sky*”. On January 18, 1644 about 8:00 pm three men witnessed two objects in the sky over the ocean.

“Several inhabitants of an area of Boston located near the sea saw a light the size of the full moon rise in the northeast. Shortly thereafter, another light appeared in the east. The witnesses observed a curious game of hide-and-seek between the two objects. dcxxx

Nabouwalu, Bua, Fiji Islands: On October 8, 1957, at 3:00 pm two middle-aged couples saw an object that came down from the sky near the island of Nawaca eight miles away from Nabouwalu, southwest of Viti Levu.

The MUFON UFO Journal tells us: “The witnesses were in a boat when they saw the UFO. They first thought it was an airplane in trouble and decided to go near it.

> **“When the Fijian(s) came closer, they found the UFO hovering about 20 feet above the sea, and it appeared to be revolving. The witnesses said they picked out what looked like a figure of a man standing on the outside of the object. This figure shone a very bright light on their boat which was so powerful that they were dazzled and "felt weak." When**

the boat was about five chains from the rotating object, the figure disappeared, and the object then rose in a rapid vertical movement and was soon out of sight."

"The newspaper is said to have emphasized that all four agree on the details, that they lived in a fairly isolated area "without access to comic books or other literature on flying saucers." R. O. Aveling obtained the witness's statement, an official of a local Adventist Church, who, in the night of the sighting by the four Fijians, had seen the light, apparently at an altitude of 5,000 feet, between the islands Beqa and Viti Levu. This light was at first not moving, then started sliding slowly through the sky for about five minutes, then vanished entirely, although there were no clouds." dcxxxi

Ocean off Savona, Italy: On January 3, 1961, at 6:35 am four people in a boat were disturbed when a disc flew up and out of the ocean off Savona, Italy. The following is the story of "Signor Giacomo Barra"; Thomas M. Olsen tells us: "I went out in a motorboat with Giuseppe Pordoi, businessman, Filippo Marin, office employee, and Silvano Guardinfante, owner of the boat. When quite a good distance out to sea, we shut off the engine and sat there chatting and enjoying the morning breeze. It was 6:35 am."

"Suddenly the rocking motion of the waves increased, and the boat began to roll badly. We looked around, thinking it must be due to the proximity of one of the many tankers that put into our port. However, nothing of the sort."

"At a distance of a kilometer from us, the surface of the sea was bulging like an enormous ball, with long billows going out from it on all sides."

Dumbfounded, we were still wondering what it was when, suddenly, a strange contraption, rose up from the bulge of water. Perhaps it was one of the celebrated 'flying saucers,' for the lower part of it looked like a plate upside down, and the upper portion ended in a cone."

"While it was emerging from the sea, the water was thrust away all around it, as by a cushion of air. After it had emerged completely from the sea, it stopped still for a few seconds, at the height of 10 meters or so, and then rocked

slightly a few times. Then a halo formed around the base of it, and the thing shot away very fast across the sea and vanished towards the northwest." [dcxxxii]

Kagsund, Norway: On August 21, 1963, around 6:30 pm a man, Helge Mikalsen witnessed a hovering UFO while fishing at Kagsund, Norway. Mikalsen said he noticed a UFO shooting from the nearby mountain and first thought it was a rocket or balloon. "As the object moved out over the sound, approaching me, it came lower, and I realized it was certainly no balloon or parachute." According to the observer;

"the silver-gray metallic object had five large windows on the side towards him. These windows were oval on top. The object was no farther than 450 feet away from his boat, and it appeared to be hovering 40 to 50 feet above the water."

Mikalsen shares: in this story "his inability to pull aboard his catch of the day feeling somewhat paralyzed from a green beam shooting toward his direction.

He believed the craft was about 105 to 120 feet in diameter and 30 feet high. "He soon realized the strange craft was parked directly over a sunken German cardo ship from 1944."

"Soon he watched something emerge from the ocean and entered the bottom of the suspended craft. The large craft then tilted and sped away over the Fjord." [dcxxxiii]

La Guairá, Federal District, Venezuela: On August 4, 1967, during the morning, a lawyer who was fishing from a boat saw a gray-blue, double-saucer (Saturn-shaped) object with a rotating ring around the circumference and triangular windows. The ring was red and blue. At first, he saw the surface of the sea violently disturbed (environmental effects), then the object emerged from underwater, hovered just above the surface with water dripping off of it, then slowly moved off and up, suddenly accelerating into the sky until lost from sight. [dcxxxiv]

Near Salina, Venezuela: On August 8, 1967, Pastor Estanisloa Lugo Contreras witnessed a disc-shaped object that was a bright orange color that rose out of the sea at about 500 meters, hovered then disappeared. [dcxxxv]

UFOs emerging from lakes

Lake Hefner, Oklahoma, USA: On August 1965 around 1:30 pm an Oklahoma City man fishing at Lake Hefner, Oklahoma observed a UFO. According to the observer, the object was "saucer-shaped" with a dome on top, and flat bottom rose out of the lake. It then hovered and flew off. The observer was taken to an Oklahoma City Hospital in a state of shock. According to the records the sighting took place on Saturday afternoon at 1:30 pm. Another youth reported seeing it rise from Lake Heffner or its shoreline. dcxxxvi

Lake Michigan, USA: NICAP's '*UFO Investigator'* bulletin provides the following story. Since the entire story is found at the source, I will provide the following;

On June 20, 1969: the investigator shared UFOs appeared over Lake Michigan causing electromagnetic (E-M) effects to cars. UFOs also paced automobiles in the area and dived into the Lake. Witnesses to the UFO activity were policemen, Coast Guardsmen, a harbor patrolman and an electronics engineer.

On the evening of June 20, numerous witnesses in and around the Michigan City, Indiana, area, bordering Lake Michigan, saw a series of multi-colored, maneuvering lights for several hours." dcxxxvii

Updated information on the event: "Once a smaller object seemed to enter the water," Kleman continued. "It was submerged for 4-6 seconds. Then it traveled straight upward at an excessive speed." It was about 10:25 when members of the alerted Michigan City Police Department and Port Authority began to see the UFOs. Robert G. Howington, a harbor policeman, said the objects we saw disappeared to the "northwest with terrific speed." Officer Ted Stantz saw lights that erratically "went back and forth across the sky." Policeman James R. Coughlin and others saw the objects at the same time." Police Sgt. Lance M. Hilberg stated in his report to NICAP.

- "We saw about 9 or 10 such objects over a span of about two hours";
- "One seemed to approach very close";
- "The others were quite high and very distant."

“All objects appeared very bright and solid. The closest one was extremely bright [and] faded away at tremendous speed-much faster than any aircraft.” dcxxxviii

Lake Norman, North Carolina, USA: On April 24, 1980, two carpenters observed a UFO emerge from Lake Norman, North Carolina. The UFO was bright yellow. According to them it rose vertically from the lake, made a loop and then disappeared while racing away. dcxxxix

UFOs landing on the water

Guapore River, Pedras Negras, Brazil: On November 28, 1953, one witness reported an unusual aircraft passing over his head at the Guapore River, Pedras Negras, Brazil. The observer shared: “It passed over and landed on the surface of the water about 150 feet from his location.” The UFO:

- “made no sound”;
- “came within 12 feet of another witness when it stopped”;
- “was made of blue metal”;
- “vertical structure, about 1 meter (40 inches) high, was made of glass or similar material”.

The covering was rounded, supported on the glass, and held by metallic bars existing on the inside with no rivets on the outside. On the rear, there was also a kind of rudder, a system like a dolphin tail about 1 meter (40 inches) in length and about 50 centimeters in width (20 inches). dcxl

At sea between Brest and Roven, France on the Atlantic Ocean: On September 30, 1954, the crew of the tanker "Port Lyautey" observed a UFO touch the surface of the sea. It then took off vertically, giving off a red flame before being lost to view. dcxli

UFOs hovering over the sea

Astronomer reports UFO at Dunedin, New Zealand: On July 11, 1962, at 11:10 pm strange meteor-like object hovered over the ocean at Dunedin, New Zealand. The ‘Otago Daily Times’ shared: Mr. B. Sousink, an astronomer, observed the UFO and said:

It was “a blue ball proceeded by a bright flash. It hovered over the sea to the south.”

“A press report quoted a Mr. R Clark, who was in his car near the beach at St. Clair at the time, as saying: "The sand and water were lit up by a strange green light. The object changed to red and then to blue at regular intervals and was still there after a few minutes.” dcxlii

The North Sea off English Coast: On July 8, 1967, a ship captain and his crew saw a UFO that looked like the planet Saturn. The UFO hovered over the sea and had a ring around the sphere which looked like "Saturn." It then moved off until out of sight. dcxliii

Port Melbourne, Australia: On May 9, 1954, around 6:20 am dock workers reported a UFO at Port Melbourne around dawn. According to a Melbourne Argus press story:

“Twenty tough waterside workers were 'half frightened' by a 'flying saucer' which eye-witnesses said appeared at Port Melbourne at dawn yesterday. It was a large reddish-orange colored disc, shaped like a seashell, which hovered around Station Pier for two or three minutes.”

“Mr. A. Opie, of Tennyson Street, Essendon, Chief Tally Clerk on the Moreton Bay, said the phenomenon appeared suddenly from the north, and after hovering, seemed to dart away to the east as quickly as it came.”

“Mr. Opie said that the waterside workers, tally clerks, and seamen who also saw the 'saucer' were convinced it was not an optical illusion or any aircraft. 'I have never seen anything like it before,' he added.”

“The Moreton Bay's Second Officer said the ship's quartermaster reported to him that the strange phenomenon appeared in the sky at 6:20 am as dawn was breaking.”

“Large and rather reddish, it came from the north and appeared to hover over Station Pier for two or three minutes,' he said. 'It left a white vaporish line behind it as it shot rapidly eastward into the stratosphere.” dcxliv

UFOs entering the water

This next story was brought to us by Walter N. Webb a researcher for MUFON. In November 1984, he published the story of a 1963

UFO case involving the Royal Navy's Atlantic Fleet. The entire article runs four pages and can be found at the NICAP web address below. The short version of the Story is as follows:

> **"Around 3:15 am on February 28, 1963, a 100 - 120-foot diameter disc was tracked on ships radar and sonar in the Arctic Ocean between Spitzbergen Island and Norway."**

"The Royal Navy's North Atlantic Fleet had been participating in exercises off Norway when the ship's radar picked up the large disc. Radar indicated the disc was initially at 35,000 feet. Then the scope operators watched as the disc rapidly descended and entered the ocean. The operators tracked the underwater disc at 50 feet below the surface at a range of 20,000 yards.

Other Ships in the British fleet confirmed the object on their sonar. The commander then ordered the entire fleet to execute an evasive "Z" pattern maneuver.

To protect the fleet Fighter jet interceptors were launched to chase the UFO. Radar aboard all ships showed two British interceptors racing toward the unidentified target. dcxlv

Lake Victoria, Kampala, Uganda: On March 3, 1973, Uganda President Idi Amin was among dozens of witnesses who observed a UFO splash down in Lake Victoria, Kampala, Uganda. The object descended about midday into the lake. Then lifted off again, like a gentle rocket seven minutes later. dcxlviii

Over Lakes

Wanaque Reservoir, New Jersey, USA: In October 1966 Chief John Casazza and Sgt Ben Thompson and two other patrolmen witnessed a UFO near the Wanaque Reservoir, New Jersey. The '*World Journal Tribune'* shared:

> **"Sgt Thompson became temporarily blinded when an object came within 150 feet of him."**

"The Airforce declared it had not been asked to look into this event. Interestingly, this was not the only sighting at this reservoir. The article goes on to state that in January of the same year policeman watched as a UFO drilled a nine-foot-wide hole in the reservoir ice. Then in February and March, these objects fluttered

above the reservoir. The article points to the fact, The Mayor and 400 hundred residents observed an oversized star-like object fly by in October. dcxlix

Traveling underwater

Off Puerto Rico, USA: In 1963 a U.S. aircraft carrier and five smaller vessels were conducting exercises off Puerto Rico when sonar made contact, with a submerged UFO at 27,000. The U.S. Navy tracked the submerged object for four days. The UFO was making 150 knots underwater at 27,000 feet. According to U.S. Navy capabilities, the standard depth of an American submarine was 6,250 feet at the time, and 45 knots was the record speed of a Skipjack-class submarine. Whatever this object was, it could exceed our ships over three times and dive over four times the depth of humanmade submarines. dcl

120 miles off Brazil: On July 30, 1967, around 6:15 pm the Argentine steamship "Naviero" was 120 miles off Brazil when it encountered a USO (unidentified surface object). According to Oscar A. Galindez:

> **"Captain Ardanza came to the bridge and observed a cigar-shaped object on the starboard side of their vessel. The object was glowing a blue-white color and seemed to be 105 to 110 feet long."**

"The UFO closing in on the Naviero had no conning tower, rails and any other features normally seen on a submarine. The ship was traveling at 17 knots when the USO went under the Naviero and continued to dive while vanishing to the depths below. It glowed the entire time underwater. In addition to the above information, the ship was carrying explosives and gunpowder at the time. The Captain informed the crew of what happened and informed the maritime authorities." dcli

South China Seas: From March 15 through April 1968, a Navy vessel cruising to Vietnam in the South China Seas witnessed a massive light beneath the water rushing from the northeast and closing in on the ship. Both starboard and port lookouts confirmed this object.

“The UFO was round and appeared to be revolving. The ship's radar showed no aerial contacts. As it left the vicinity at incredible speed, it approached the horizon a bright light was suddenly seen above the surface, and at that point, a blip appeared on radar.”

“The ship was not equipped with sonar at the time. The other interesting fact is investigators in reviewing the records, "quartermaster notebooks," indicated they could not be located." dclii

Guam: In September / October 1974 The USS Reclaimer ARS-42 encountered an underwater USO near Guam. “The starboard lookout noted a submerged contact with a red light. Observers on board noted an object was paralleling the ship.”

“Personnel contacted Guam control about this unknown object. Guam then informed the crew that "they were, in fact, tracking the submerged object.”

An F-14 weasel was sent to investigate. As the F-14 came close to the ship and spotted the UFO, the object suddenly accelerated.” In the words of the observers: “The F-14 went to full afterburner right off the deck, pulling a rooster-tail behind it.” It rattled the ship severely as it went by.

“This thing (UFO) pulled easily ahead of the jet, crossing the horizon in seconds while underwater with no visible wake."

After the event took place, the eyewitness stated: "We speculated about what it was. Guam told us it was a classified matter not to be reported or discussed. The Captain came on deck, took the log book, end of the story". dcliii

Circling boats

At sea, near San Benedetto del Tronto: On November 3, 1979, Fisherman Antonio Pallesca witnessed a UFO following his boat. Frightened he drew up his nets and directed the ship to land. The lights stayed with him, then beside him, then in front of him. As the UFO circled his boat, he couldn't discern if as anything but light. It left him shortly before he arrived in port. dcliv

Chapter 12: Navy fleets confront UFOs at Sea

“It passed directly over the Baltic Fleet”

Men in ships have seen UFOs hovering over the Ocean for thousands of years. Cases have been recorded as far back as the time of Christ and as recent as 2018.

UFOs approach Naval ships, circle them and in many cases hover above our ships and submarines. Of most interest is the ability of these visitors being able to "shut down" the engines of battleships and submarines at will. In the chapter, we will be exploring such cases.

If interested in more cases on such subject I direct you to several authors who have specialized in this subject matter:

1. Carl Feindt at Waterufo.net: Carl Feindt is probably the world's authority on UFOs and ships or UFOs near Water. He has published a book on the subject called "UFOs and Water." His website features many stories of UFOs above and below the surface of the sea. Presently his database includes over 1,665 cases. He can be found at https://www.waterufo.net.

2. Jan Aldrich at Project1947: Jan Aldrich is a former military officer and has a website covering many topics. Regarding ships and UFO go to http://www.project1947.com/47cats/usnavydraft1.htm

3. Jacque Vallee and his book “Wonders of the Sky”: As mentioned earlier Jacques Vallee covered case material back to 1,000 AD. He has many ship/ UFO cases in his book.

In this chapter, we will present a limited number of sightings by country.

Argentina

Argentinian Navy confirms transport ship “Punta Medanos” shut down by 800-foot UFO: On November 12, 1963, an official Navy UFO report revealed a UFO shut down the Argentinian Navy transport; “Punta Medanos.” A gigantic spaceship of unknown origin estimated to be 800 feet long was seen from the stern of the vessel. The UFO;

- “was round in shape”;
- “moved at great speed”;
- “had no lights”;
- “made no sound.”

When the unknown object first appeared, the ship's magnetic compasses "suddenly and simultaneously" swung off course, pointing toward the UFO. At the time, the Navy report revealed, the UFO was 3,000 meters (well over a mile) away from the ship. After the UFO left the area, the compasses returned to normal operation. According to the ‘UFO Investigator’, the Geologic division determined the area of the sighting be magnetically silent and also ruled out submarines and military and civilian aircraft. The final opinion was that the UFO caused the E-M interference. dclv

Austrailia

Australian Destroyer: In 1992: the guided missile destroyer HMAS Brisbane was sailing in the Great Australia Bight when it encountered a UFO. A former quartermaster gunner aboard the ship shared that an “illuminating, bright light” appeared in front of the destroyer.

According to him: “the light was suddenly in front of us, about 45 degrees, high in the sky. We watched it for about half an hour, but nothing was on the radar.” It then "quickly moved to the south-east and then south-west and gave a bit of a jiggle," before it "shot up and disappeared." “I’ve never seen anything like it since.” dclvi

Brazil

In the Atlantic Ocean; the Brazilian Ship Bauru encountered a UFO: On June 27, 1959, the Brazilian destroyer “Bauru” tracked a

UFO over its ships near Abrolhos Rocks (off the Bahia coast). According to Commander Mallet Soares during an interview with APRO disclosed the following in a taped conversation:

> **At 7:25 pm, with the sky and good visibility, "the officer of the day spotted an object coming towards the ship at high speed. He called for another officer to confirm his observation. He was convinced he was seeing "one of the so-called – flying saucers" and the fear of ridicule was the chief reason behind his prudent attitude.**

"For several minutes, the two men watched the glowing object moving around the ship at a terrific rate, changing course abruptly at almost right angles. It appeared to be changing colors or varying the intensity of its glow, even when it finally came to a stop in mid-air and became motionless."

> **"At this moment the two observers gave the danger signal, starting an alarm all over the ship. Every man ran outside to the deck to see what was happening. Everyone aboard the ship has the chance to watch the strange luminous object – which remained in sight for about 40 minutes."**

"Seen through high-power binoculars, the UFO looked like a luminous sphere with hazy edges, encircled by a glowing halo several times larger than the diameter. When it became clear that we were confronted with an unknown craft. I ordered the crew to focus the ship's searchlights in its direction and to transmit a message through luminous signals. This message included two questions, one about the identity of the UFO and another about its intentions concerning my ship; it was sent through the Aldis and repeated several times, but there was no response. The only reaction of the object (UFO) was to move away to a more distant position. Moreover, there it remained, motionless, for a long time. In the end, it moved away rapidly-along a vertical trajectory-towards the horizon but disappeared before reaching the horizon line." dclvii

Canada

Pearl Harbor, Hawaii to Guam, Royal Canadian Destroyer; "Iroquois": The following case is found in several sources. It is a long

story, so it has been abbreviated here. During May 1952 the Canadian Destroyer H.M.C.S. Iroquois encountered a UFO. Commander George R. MacFarlane's explains the event in the letter below:

“This is an account of a sighting of flying saucers that I saw when traveling from Pearl Harbor, Hawaii to Guam in the Canadian Destroyer H.M.C.S. Iroquois in May 1952. The ship left Pearl Harbor around 1800 (6:00 pm) and proceeded on a westerly course at about 14 knots. I was the Officer of the watch on the bridge, having taken over the watch at 2400 (midnight).

“At about 0100 (1:00 am), I saw a single white light on the port bow at about 30 degrees elevation at a visual estimated range of about a mile. It moved from right to left at a rapid rate. It had a halo around it due to the mist. I assumed it to be a low flying aircraft. It did not appear on the Sperry Navigational radar. The air defense radar was not in service due to a major maintenance routine. I thought it unusual to see a low flying aircraft which at this time was about 100 miles from Hawaii. There were no military aircraft listed on the operational schedule for this area.”

“A short time later another light appeared from the same direction, passing at high speed. It was not picked up on the navigational radar either, which was not surprising as the radar detection lobe covers the surface but not the sky. By now the mist had dissipated, and the sky was clear.”

“These two incidents were not similar to subsequent sightings. They are recorded only to give a complete picture of events.”

“At about 0200 I saw the first of many strange lights in the sky. The vast majority were in a formation, usually quarter line, and all appeared on the port side (toward the south). Many were in groups of three, some in groups of five or six. They appeared and disappeared instantly, at the same speed a computer screen operates.”

> **“They moved from time to time, and the numbers changed frequently. At one time I counted more than thirty.”** [dclviii]

"Suddenly one of these objects appeared at close range on our port bow at a low elevation. It was disc-shaped and consisted of very

bright light with black windows running around the whole side which was visible to us. It maintained perfectly stationary on us for at least fifteen minutes."

> **"I scanned the object with binoculars attempting to see into the windows but saw nothing. I counted the windows and recalled there were about two dozen. They were huge and close together and completely black. Although the body of the object glowed very brightly, it did not prevent me from looking directly at it. The object appeared more oval in shape than round."**

"And then suddenly it was gone. There was no sound made at any time.

There were still some objects visible far off on the port side. They also had disappeared by 0300." dclix

Korean Waters, Royal Canadian Destroyer; "Crusader": On July 10, 1952, forty (40) men aboard the Canadian Destroyer "Crusader" recorded two discs on Radar. The report sent to the commanders of the Far East naval forces and the Fifth Air Force said the ship's radar registered fixes on the objects. The radar showed the saucers were 2 miles high and 7 miles away. The objects then disappeared. dclx

Updated information on the case: The UFOs shot by at blinding speed. "Critical to the strangeness rating of the case was the fact that the two UFOs were tracked on radar, exactly placing them on a course, seven miles away and at a 10,000-foot altitude. An AP dispatch from Seoul describing the incident also mentioned a proposed explanation by an "unnamed expert" which was so stupid it drew a retort from an angry Canadian sailor." The "expert" contended that the planet Jupiter was responsible, after which the outraged Canadian snapped:

> **"Jupiter doesn't come in pairs and is several million miles out of range of our radar."** **dclxi**

Chile

Chilean Navy Destroyer: This next case comes to us from researcher Bill Chalker and would suggest you read the story in its

entirety at waterufo.net. The title of Bill Chalker's work is "An extraordinary UFO incident off Chile."

On October 24, 1969, Chilean Navy destroyer was heading to sea when at 12:43 am its radar picked up a large target at 400 miles.

> **"Because of the "object's" speed, the operator suspected a malfunction in his equipment. In the next minute, the contact was approximately 150 miles away closing from 331 degrees of true north. However, the operator and officer in charge during the late-night duty (an officer of second-class rank) speculated that the contact was a "plane flying southeast" --but at 213 miles in a minute: 12,780 mph!"**

"At 12:47 the contact was only 12 miles away. Suddenly the single contact became six "targets." The "thing spread and little dots appeared on the radar."

> **"The officer in charge informed the commander just as the objects making the returns came into view. Both eyewitnesses and radar were reporting six UFOs approaching the ship. The commander came up to the ship's bridge to see what was going on."**

"It was a fantastic sight. One massive object and five small objects were approaching at high speed. The "big thing looked like a big box [with] semicircles in the side" looking as if they had been scooped out. It was bathed in brilliant light." The informant shared:

> **"The thing must have been metallic, it was bigger than the destroyer (which was about 110 meters long). The five smaller objects were egg-shaped and appeared to be no bigger than eight feet long and five to six feet wide. They were bluish in color."**

"At about 2000 yards out from the destroyer the smaller objects left the proximity of the larger object. Three went port side, and two went starboard. The smaller objects at times seemed to be flying in "elliptical circles backward and forwards between the big one and our vessel." dclxii

"The main thing did not change direction; if it had been in the sea, there would have been a collision. A humming noise was audible

when the large object got to within 300 yards. It was at this point that the power went out. For a couple of seconds, all instruments went dead as the huge craft passed overhead."

"At this point, the commander came on to the bridge, asking, What the hell is that?"

Author and researcher Bill Chalker shared: "The large object passed over the powerless ship. When it was 200 yards away, everything returned to normal. The smaller objects, never coming closer than 500 to 1,000 yards, flew around the ship and joined up with the larger object on the other side. The main object continued on its way until it was about two miles beyond the ship. At that point, along with (we assume) the smaller-objects, it vanished. The ship's commander ordered everyone to keep silent about what they had seen."

"Upon getting to port, all men were ordered to forget they saw the UFOs and remain silent." **dclxiii**

Bill Chalker's full story can be read at NICAP.org
Go to: http://www .nicap.org/reports/691024chile_rep2.htm

Denmark

Operation Mainbrace at Sea; Danish Destroyer Willemoes reports several UFOs: The 'Morning Avalanche' shared on September 13, 1952, Lt. Commander Smidt- Jensen second in command of the Danish Destroyer Willemoes reported a mysterious glowing object, north of the island of Bornholm.

"The triangle shaped object heading southeast was traveling at 932 miles an hour (1,500 kilometers) was said to have a bluish glow. The vessel Willemoes was participating in the big NATO maneuver called Mainbrace."

Operation Mainbrace was a joint NATO exercise where over eight countries participated over a 12-day period. During the maneuvers over five separate UFO reports were recorded. These were:

- September 13: above case;

- September 19: Silver disc followed British Meteor Jet at Topcliffe, Yorkshire, England;
- September 20: Hovering silver spherical orb photographed over U.S.S. Franklin D. Roosevelt;
- September 20: Silver UFO passed over Danish fleet-Denmark, Karup Field;
- September 21: Six British pilots in RAF jets gave chase to a silver sphere as it approached the fleet, the UFO then turned and chased the planes;
- September 27/28 cigar-shaped ship and satellite objects were reported over Western Germany and Denmark. [dclxiv]

Updated information on the case: In August 1952, a wave of sightings began in Europe. All over the continent, strangely maneuvering objects were seen in the skies. A particularly interesting series of reports came from the vicinity of the "Operation Mainbrace" NATO maneuvers then in progress. The maneuvers commenced September 13 and lasted 12 days. "Units of 8 NATO governments and New Zealand participated, including 80,000 men, 1,000 planes and 200 ships. . . in the vicinity of Denmark and Norway . . ." British Admiral Sir Patrick Brind directed them. "It was the largest NATO maneuver held up until that time." [dclxv]

September 13, 1952: “The Danish Destroyer "Willemoes," participating in the maneuvers, was north of Bornholm Island. During the night, Lt. Cmdr. Schmidt Jensen and several members of the crew saw an unidentified object, triangular in shape, which moved at high speed toward the southeast. The UFO emitted a bluish glow. Cmdr. Jensen estimated the speed at over 900 mph. Within the next week, there were four important sightings by well-qualified observers.”

September 20, 1952: “A British Meteor jet was returning to the airfield at Topcliffe, York, England just before 11:00 am. As he approached for landing, a silvery object was observed following him, swaying back and forth like a pendulum. Lt. John W. Kilburn and other observers on the ground said that when the Meteor began circling, the UFO stopped. It was disc-shaped and rotated on its axis

while hovering. Suddenly, the disc took off westward at high speed, changed course, and disappeared to the southeast. The Air Ministry announced it was investigating."

September 20, 1952: "Personnel of the U.S. Aircraft Carrier Franklin D. Roosevelt, participating in the Mainbrace maneuvers, observed a silvery, spherical object which was also photographed. (The pictures have never been made public)."

"The UFO was seen moving across the sky behind the fleet. Reporter Wallace Litwin took a series of color photographs, which were examined by Navy Intelligence officers. The Air Force UFO project chief, Capt. Ruppelt stated: "the photographs turned out to be excellent ...judging by the size of the object in each successive photo, one could see that it was moving rapidly. The possibility that a balloon had been launched from one of the ships was immediately checked out. No one had launched a balloon."

September 20, 1952: "At Karup Field, Denmark, three Danish Air Force officers sighted a UFO about 7:30 pm. The object, a shiny disc with a metallic appearance, passed overhead from the direction of the fleet and disappeared in clouds to the east."

September 21, 1952: "Six Royal Air Force Pilots flying a formation of jets above the North Sea observed a shiny sphere approaching from the direction of the fleet. The UFO eluded their pursuit and disappeared. When returning to base, one of the pilots looked back and saw the UFO following him. He turned to chase it, but the UFO also turned and sped away." dclxvi

England

Royal Navy North Atlantic Fleet: The next case comes from research by several sources.

The full article can be read at
http://www .nicap.org/articles/MUJ_Nov1984_pp7-10.pdf

On February 28, 1963, a 100-120-foot diameter disc was tracked on ships radar and sonar at 3:15 am in the Arctic Ocean between Spitzbergen Island and Norway. "The Royal Navy's North Atlantic Fleet which had been participating in exercises off Norway for about

three days when the ship's radar picked up the large disc at 35,000 feet."

> **"The disc then descended rapidly down and entered the ocean and was then tracked at 50 feet below the surface at a range of 20,000 yards. The object was also tracked by other ships, and the order was issued for the fleet to execute an evasive "Z" pattern maneuver."**

"Fighter interceptors were launched, and the bleeps of two jet aircraft were on the scope racing from the southwest toward the unidentified target."

> **"When the jets came within about 10 to 15 miles of the unknown, the UFO suddenly performed a steep angular descent at incredible speed, crossing all three radar screens as it descended and passed completely below the radar horizon (750 to 1,000 feet) within about two or three seconds! The object's path crossed the ship's bow from port to starboard."**

"As the target descended, the two sonar operators aimed their pulses in the general direction of the dropping object. Almost immediately (in a matter of seconds) following the loss of radar contact, both sonar operators received audible "pings," indicating a strong echo from a fast-moving submerged target at a range of probably 20,000 yards (roughly 10 miles)."

"The target's speed was considerably reduced, "down to hundreds of miles per hour" but "still moving damn fast," remarked Preston, and it was now moving along a zigzag path away from the ship."

> **"Sonar first picked up the target at its upward horizon, perhaps 50 feet below the ocean surface, and continued to register an echo from the object as it dropped rapidly into deep water."** **dclxvii**

Russia

Soviet Navy submarine repair ship the Volga: On October 7, 1977, nine disc- shaped UFOs circled the Soviet Navy submarine repair ship "Volga." The radio, electronics, and on-board communications

were all disrupted. According to Jacques Vallee's book, Captain Tarantin ordered his men to do the following:

> **“I want you to observe this and to remember it! I want you to take pictures and to draw it so that when we return to the Soviet Union, no one will be able to say that your captain was drunk and crazy!”**

Note 1: Interesting on the previous page of Vallee's book, Jacques discusses the results of an 11-year study by the Russian Government. The interviewee stated: "It all began when we tried to understand the nature of certain underwater objects that followed our submarines. At times they even anticipated our maneuvers! Initially, we thought they were American devices. One day such an object came to the surface in a rather spectacular fashion. One of the icebreakers was working its way in the Arctic Ocean when a brilliant spherical craft suddenly broke through the ice and flew up vertically, showering the vessel with fragments of ice. All the sailors on deck and the officers on the bride saw it. Moreover, it was hard to deny the hole in the ice”. dclxviii

UFO Filmed, Russian Baltic Fleet; Kaliningrad, Russia: On April 18, 2003, at 6:17 pm the entire Russian Baltic Fleet and a large number of residents watched in awe as a flying wing-shaped UFO flew rapidly over Kaliningrad Harbor and plunged into the water. “The event was captured on video by a local *RTR Russian State Television news* crew, who happened to be present on the huge naval base filming a documentary."

> **“The UFO had two elongated dome-like protrusions on top and three similar structures underneath. It passed directly over the Baltic Fleet, which lay at anchor in Kaliningrad Harbor.”**

“According to a Russian Naval Commander, who wished to remain anonymous, the craft was caught within the sweep patterns of ship-borne radars, which automatically tracked its progress. This may have caused some a malfunction on board the craft that resulted in the crash.

> **“It was traveling at a tremendous rate of speed," he said to the reporters on the scene. "It was very low, not more**

than 1500 meters above the surface of the water. “When the radars came on, it simply winged over and dove into the water, as if had lost either power or control.”

“The light gray craft had no apparent seams or rivet patterns and was estimated to be about the size of a small airliner. It was determined to be traveling at speeds more than Mach 2 and was silent as it flew. However, it made a tremendous noise when it hit the water, causing a geyser of steam and water.

“It appeared to one civilian observer that whoever was in control of the craft made a deliberate effort to steer it away from the naval ships and the shoreline before it went into the harbor.”

“Flying debris slightly damaged one Sovremini Class Destroyer, but no injuries were reported. Radiation levels at the site were "higher than normal." Debris recovered was small, less than a meter in diameter. Most debris recovered appeared to be "skin material" of an unknown alloy, and interior bracing and piping composed of very high-grade aluminum. The Navy cordoned off the area. In spite of the high speed at which the craft and it's very low altitude there was no sonic boom heard.” dclxix

The United States

Attack Transport: UAST Delarof: During 1945, a giant UFO was witnessed by 14 crewmen aboard the U.S. Army Transport "Delarof" hauling munitions and supplies to Alaska. At the time of the encounter, the ship was near the Aleutian Islands. According to the ‘UFO Investigator’ March 1968, Robert S. Crawford was an Army radioman for the ship.

“About sunset, he heard shouts from the deck then rushed to witness a massive circular 150 to 200-foot diameter craft as it had emerged from the sea. Several crewmembers gave witness to the fact the object approached and emerged one mile from the ship Delarof.”

“The observers also mentioned the UFO arced into a level position and then began to circle the ship two to three times – with no sound. Tired of watching the ship below, the craft sped off leaving three (3) flashes of light where it vanished.” dclxx

Updated information on the case: “Several crewmen saw the UFO appear from underwater, an estimated mile or so from the Delarof. The unknown craft, showing darkly against the setting sun, climbed almost straight up for a few moments, then arced into level flight, and began to circle the ship.”

“All the observers were convinced it was a large object. Comparing it with the width of a finger held out at arm's length, Crawford estimated the UFO to be 150 to 250 feet in diameter. As it circled the Delarof, the flying object was in easy range of the ship's guns”.

“However, the gun crews held their fire, though on the alert for any sign of hostility. The UFO circled the vessel two or three times, moving smoothly and with no audible sound. All the witnesses felt it was self-propelled; otherwise, the strong winds would have visibly affected its movements.”

“After several minutes, the flying object disappeared to the south or south- southwest. Suddenly the crew saw three flashes of light from the area where it had vanished.” dclxxi

200 UFOs approach U.S. Air Craft Carrier: During 1945 the United States Marine, Navy and Army forces confronted the Imperial Japanese Army during the battle at Okinawa. It was during the Naval deployment of Ships that radar on one of our aircraft carriers tracked an inbound fleet of 100 UFOs.

According to Donald E. Keyhoe (Major, retired, USMC) in his 1955 book “The Flying Saucer Conspiracy," he shared the following story of the encounter;

“Dawson had been a Combat Information Center officer aboard an aircraft carrier. His jo, like that of other CIC officers, was to direct fighter aircraft on task-force missions and to supply combat information to the task-force commanders. In the last year of the War, he had taken part in the main Okinawa attack and helped direct numerous air strikes and anti-sub patrols in the last bloody struggle to crush Japan.”

“At the time covered by this report, Dawson's task force was patrolling the Nansei-Shoto Archipelago, a group of rocky little islands

south of Okinawa. Working with other task forces, their planes pounded the air bases on the Nansei-Shoto Islands (Ryu Kyu Islands) to prevent they're attacking our landing forces at Okinawa.”

“It was a bright day with clouds scattered at 5,000 feet. Down in the CIC of Dawson's carrier, he and two intercept officers sat before a huge round radarscope with its greenish-white glow reflecting on their faces. Watching the glass screen, Dawson could see all the task-force ships -- the two carriers with their escort cruisers and destroyers -- and also all aircraft within a radius of 100 miles.”

“In front of the three officers was a large transparent plotting board. Two plotters with headphones stood ready to mark the position of any aircraft.”

“To the rear in a darkened cubicle, a Navy radar operator kept a constant watch on his scope. He reported every change at 30-second intervals.”

“On this particular day, most of the task-force planes were absent on a support mission. Only 12 remained to protect the ship -- 4 in the air and four on each of the two carriers' flight decks.”

“Dawson was checking the latest weather reports when one of the intercept offices gave an exclamation. Quickly Dawson looked toward the huge plexiglass plotting board. Marking down a new radar report, one plotter had just drawn a huge circled 'X' at a point 120 miles from the carrier. Moments later, he marked 'VL' beside it -- the symbol for a huge blip.”

“Dawson grabbed a handphone connected with the radar operator. "What's that large plot you just sent?" he demanded. "Looks like 200 or 300 bogeys," the answer came back.”

“Seconds later, a plotter penciled the ominous words on the board: 200 to 300 aircraft, unidentified. Almost unable to believe the report, Dawson looked down at the scope before him. However, there it was -- a huge greenish-white blob now on the verge on the 100-mile circle.”

He turned swiftly to one intercept officer. "Try to get the speed estimate," he said. The officer made a quick check. "I

don't believe it," he muttered. "What is it?" said Dawson. "It's 650 knots," the intercept officer told him.

“For a moment, intense quiet fell over the Combat Information Center. No plane on Earth could make 650 knots (almost 700 mph). Alternatively, was it possibly the Japanese had somehow pulled a miracle and secretly built a huge force of supersonic planes?”

“It couldn't be ... moreover, Dawson knew it. However, no matter what it was, this was a mass raid coming in rapidly from the northeast. Moreover, all they had to oppose them were 12 inferior fighters. Quickly the CIC men flashed word to the bridge. A second later the "General Quarters" alarm clanged through the loudspeaker system. Upon the flight deck, four engines roared into life.”

“12 propeller-driven fighters against that horde of fast mystery machines! It was pitifully small, Dawson thought firmly. It was all they could do. As the eight remaining planes of the task-force roared off toward the mystery raiders, Dawson looked at the plotting board.”

“The unknown raiders, flying at 12,000 feet, were 80 miles away. Then as Dawson watched, 2 "arms" began to extend like curving tentacles from the main body of the approaching mass. Dawson groaned. They were spreading out as if to cover the entire task-force of Navy vessels.”

“At Dawson's direction, the Navy planes, now 45 miles away, were flying at 15,000 feet. Tautly the CIC men watched the blips of the fighters as they neared the massed unknowns.”

“Bogeys now 20 miles," rapped one of the intercept officers, calling off the distance from the objects to the planes. Also, abruptly all three officers stared at one another. The visibility at that height was 50 miles. Long before now, the mystery formation should have been sighted by the pilots.”

“Bogeys now only 10 miles, 5 miles, 3 miles - look down, look down! For 5-or-10 seconds, the loudspeakers were silent. Then came the senior pilot's reply.”

"Nothing in sight, no bogeys, nothing!' Dumfounded, Dawson and the others sat still for a moment. The blips of the unknown craft were

still racing toward the carriers and their escort ships. Hurriedly recalling the fighters, Dawson seized his phone and warned the bridge of the impending attack."

> **“You're crazy!" the captain shouted. "There's nothing in sight. What the hell's going on down there? Dawson stared back at the scope. The raiders -- closing at terrific speed -- were now only 5 miles away. Dropping his phone, he ran out to the catwalk beside the flight deck.”**

“But there was only empty blue sky above. Later Dawson learned that the fighter detector on the flagship had seen the phantom machines on a radarscope. In the weeks that followed, other Navy CIC men tracked similar invisible craft.”

> **“Whatever the answer," Dawson told me, "I hope they'll continue to be neutral. It's not a pleasant thing to sit there helplessly and watch those 'invisible' aircraft close in on you.”**

We are unsure which carrier was involved with this sighting. We do know the following carriers participated in this battle; USS Yorktown, USS Missouri, and the USS Enterprise. dclxxii

U.S. Destroyer; USS Bradford: In August 1945 the USS Bradford was 600 miles ENE of Japan when its crew witnessed a UFO. Several witnesses observed a UFO described as "star-like" traveling horizontally with the horizon.

“Using the optical rangefinder, the UFO crossed the bow of the ship at a distance believed to be beyond 40,000 yards. The starlight UFO had the color of white with a reddish tinge.”

“After reaching 10 degrees on the Port bow, the UFO seemed to turn to its right, increase its speed and altitude and disappeared on an upward line of flight changing color to white with a bluish tinge. The Task commander voice came over the speaker asking for reports of the object.” dclxxiii

U.S. Destroyer; USS Duess: One night in March 1951, a U.S. Navy radar picket destroyer was on station 125 miles southeast of Cape May, New Jersey, sweeping the sky for miles around with its radar.

The ship, the USS Dyess, was providing warning of any sneak attack on Washington, D.C., a fear heightened by the fact that America had chosen to resist the Communist invasion of South Korea.

Aboard the USS Dyess was Navy Lieutenant Commander Robert Wood, a gentleman who later became a professor of astronomy and director of the Observatory at Brevard Community College in Cocoa, Florida. Commander Wood remembers that about 11:30 pm a strange target was picked up by the ship's radar approaching from the east. Since the object was coming from the direction of the mid-Atlantic, it prompted some concern by the Navy radar personnel. According to Commander Wood, this is what happened after the target was first noticed:

“This object came in from the east and got within about 30 miles of us when it just stopped dead. It had been moving rather slowly, about RS to 90 knots.” "We didn't have the altitude determining radar on at that time, and we had to get one of the operators to come up.”

“When he did, we found the object was somewhere in the neighborhood of 3,000 to 4,000 feet altitude. This object gave us a blip on the radar screen about the size of a large aircraft, like a DC8 or a DC9.”

“I phoned the bridge, and they informed the captain, who ordered the ship to head out in the direction of the object. I’d been loafing along, steaming in circles, and didn't have all our boiler power on. We did about as much as we could, about 22 knots, out in that direction.”

“We got to within about 15 miles of that object when it suddenly took off at a very high rate of speed. It was going so rapidly that as the radar turned, we could see the blip just jumping across the screen. We estimated it was going 5,000 kilometers an hour or roughly 3,000 miles per hour.”

“Then, when it got up within 35 or 40 miles south of Nantucket, it suddenly just took off and went straight up! I called the bridge and said, 'we're losing contact, and the object is fading.' Moreover, the operator on the altitude-determining radar in the other end of the room said, 'NO! I've still got it! It's 100 miles high, and it's still going straight up! The object then faded from the second radar.”

The target had been on the scopes for over a half an hour. Officer Wood remained convinced the ship's radar had detected some "unidentified flying object."

> **He also remembers that a report on the incident was sent to the Pentagon but the High Command never acknowledged receiving the document.** **dclxxiv**

U.S. Carrier: USS Franklin D. Roosevelt: In late September 1952 (September 20th) the NATO naval forces had held maneuvers off the coast of Europe; it was called “Operation Mainbrace."

> **Before they had started, someone in the Pentagon had half-seriously mentioned that Naval Intelligence should keep an eye open for UFO's, but no one expected the UFO's to show up. Nevertheless, once again the UFO's were their old unpredictable selves - they were there.**

“On September 20, a U.S. newspaper reporter (Reporter Wallace Litwin) aboard an aircraft carrier in the North Sea was photographing a carrier take-off in color when he happened to look back down the flight deck and saw a group of pilots and flight deck crew watching something in the sky.”

> **“He went back to look, and there was a silver sphere moving across the sky just behind the fleet of ships. The object appeared to be large, plenty large enough to show up in a photo, so the reporter shot several pictures. They have developed right away and turned out to be excellent. He had gotten the superstructure of the carrier in each one and, judging by the size of the object in each successive photo; one could see that it was moving rapidly.”**

“The intelligence officers aboard the carrier studied the photos. The object looked like a balloon. From its size it was apparent that if it were a balloon, it would have been launched from one of the ships, so the word went out on the TBS radio: "Who launched a balloon?”

“The answer came back on the TBS: "Nobody." Naval Intelligence double- checked, triple-checked and quadruple-checked every ship near the carrier but they could find no one who had launched the UFO.”

> **“We kept after the Navy. The pilots and the flight deck crew who saw the UFO had mixed feelings, some were sure that the UFO was a balloon while others were just as sure that it couldn't have been. It was traveling too fast, and although it resembled a balloon in some ways, it was far from being identical to the hundreds of balloons that the crew had seen the aerologists launch.”**

“We probably wouldn't have tried so hard to get a definite answer to the Mainbrace photos if it hadn't been for the events that took place during the rest of the operation, I explained to the group of ADC officers.”

> **“The day after the photos had been taken six RAF pilots flying a formation of jet fighters over the North Sea saw something coming from the direction of the Mainbrace fleet. It was a shiny, spherical object, and they couldn't recognize it as anything "friendly," so they took after it.’**

“However, in a minute or two they lost it. When they neared their base, one of the pilots looked back and saw that the UFO was now following him. He turned but the UFO also turned, and again it outdistanced the Meteor in a matter of minutes.”

> **“Then on the third consecutive day, a UFO showed up near the fleet, this time over Topcliffe Aerodrome in England. A pilot in a Meteor was scrambled and managed to get his jet fairly close to the UFO, close enough to see that the object was "round, silvery, and white" and seemed to "rotate around its vertical axis and sort of wobble." However, before he could close in to get a really good look, it was gone.”** **dclxxv, dclxxvi**

U.S. Carrier “USS Lake Champlain”: The following case can be read in its entirety at both Waterufo.net and Nicap.org. In July 1953 off the coast of Korea, the USS Lake Champlain was visited by hundreds of UFOs. A sailor of the ship reported the following encounter.

“It was in the evening, around 8:00 or 9:00 pm; general quarters were sounded, so I went below decks where the Special Weapons group was located. “Nobody could tell us what was going on, except that the ship's radar had picked up bogies all over the sky. I peeked into our group commander's office and was horrified to see him sitting in his chair just quivering all over in fright.”

“By about 10:00 or 10:30 pm the all clear was sounded. The suspicious thing was that never was any explanation for the event given. We never heard anything more about it. Only 25 years later did I get interested in the UFO phenomenon and realized that this had the earmarks of a UFO event. The carrier had nuclear weapons aboard.” dclxxvii

Sphere checks out a Navy Ship U.S.N. LST: In January 1954 around 9:00 pm the U.S.N. LST (Landing Ship Tank) 532 attached to the Sixth Fleet in the Mediterranean Sea had a UFO encounter. Frank Lusch tells what occurred:

“We were watching a movie on the tank deck inside the ship because of the cold weather. Somebody came down to the tank deck and said to come on up and see the light. So, we all proceeded up topside, and off the port bow, there was this white light. The best estimate, it's extremely difficult to say, is 200 yards off the bow.”

“I am not sure of the sequence of events, but the order was given to turn the spotlight on the light. When the light hit the object, it was clear that the object itself had no base and was above the water. For approximately five minutes it stayed in the same place. Although we were traveling at approximately 10 knots, we did not overtake the light.”

“After about five minutes the object came toward the ship at a rapid rate of speed. It came within about 10 yards

of the ship and then veered toward the stem of the ship, remaining approximately 200 yards away."

"The Capt., Lt. Commander Lloyd V. Sternberg, ordered all engines stop. Then engines were started up, and he turned the ship toward the light (port) and took a run at the light. The object backed off farther from us.

"Sternberg stopped engines again, and the light came flying in at us and veered off. This cat and mouse game went on for about ten minutes."

"After this period the Captain ordered a small boat (LCVP) in the water to investigate. Three men manned the LCVP. When the boat was put in the water, it made a run at the object and at that time the object disappeared."

"We stayed in the vicinity for about an hour, but the light never reappeared. The Naval Command in Naples was notified. When we reached Malta at about 8 am, we were met by Naval Intelligence and interviewed individually. "This incident had to be put into the log because every time a change of speed or course is made, it has to be logged. At least 70 men witnessed this. Although there was no fear at the time, the crew was left with a feeling of anxiety because we didn't know what we were dealing with." dclxxviii

U.S. Carrier; "USS Franklin D. Roosevelt": From the website Waterufo.net we obtain the following information. In 1954:

"I too witnessed a daytime event involving a cigar-shaped craft that covered a span of at least 100 feet, a larger 300+ foot cigar, and two 50-foot (roughly) round discs."

"Without stating my position, I will state that we attempted to engage the craft with weaponry and, in the ten minutes of viewing and the four minutes of this attempt, the weapons would not allow themselves to be prepared for engagement."

"We also attempted to prepare the launch of aircraft at the conclusion of the event. I was informed of the object when it arrived

by a fellow officer who engaged me in a conversation concerning the proper procedure in dealing with this type of event."

> **"At the 14-minute mark, the craft rapidly traveled upward as two small round objects exited the water. At the 21-minute mark, a much larger cigar arrived from directly above the FDR, and the two smaller disks entered the cigar, and then the cigar once again departed upward at 23 minutes roughly. At the 26-minute mark, the cigar returned and dove into the water."** **dclxxix**

U.S. Transport Ship; USS Curtis: On April 7, 1954, a UFO entered the Airspace over the USS Curtiss and other transport ships carrying nuclear weapons components to a test site under the name "Operation Castel." According to research conducted by Francis Ridge, the U.S. had anticipated their arrival through words conveyed by Captain Edward Ruppelt from communications with the Pentagon.

According to Ruppelt, Project Blue Book was directed to prepare all witnesses how they should report UFO's as they appear, like during Operation Mainbrace.

If you have time read the material Francis Ridge prepared for this event. The site contains research from Robert Hastings, Daniel Wilson, and other documentation. This information is found under the NICAP website, written by Francis Ridge. dclxxx

U.S. Carrier; "USS Franklin D. Roosevelt": In 1958: the USS Aircraft Carrier Franklin D. Roosevelt, cruising the Caribbean near Cuba had another UFO encounter. A sailor reports the following case: "I was down below when I was told to go topside to see something strange," says Chester, now 56. "So, I went up and couldn't believe my eyes.

> **"I saw a bright white ball of light (or cigar ship). It headed straight for us, getting bigger and brighter. It was spherical, approximately 75 to 100 feet long. It turned red-orange, and I could feel the heat on my face."**

“As this was going on, the man on watch was yelling into the intercom for an officer to get up on deck. Grusinski continues, "I could see silhouettes of figures looking at us. They had no features, and you could tell they weren't human. Then the bottom turned cherry red, and it vanished in a flash." dclxxxii

“Soon after the incident crew members who talked about it were transferred. Then the CIA came on board to investigate a so-called "gambling problem. It was a massive coverup,” notes Grusinski. "There was no gambling."

“Over the years he remembered the strange sighting. Then about 1977-78, he read in a newspaper clipping that a citizens' group in New York had hired a law firm to go after the CIA and the U.S. government to release top-secret UFO information. He sent them a letter about his sighting. The group attempted to get him some information with little success.”

“Then, Grusinski pointed out; other researchers uncovered a UFO sighting in which three photographs were taken of a flying disk, also from the USS Franklin D. Roosevelt. This was during Operation Main Brace in which the UFO overtook the NATO fleet.” dclxxxiii

150 miles due north of the Azores; The Destroyer, USS Chambers (DER 391): On October 3, 1959, at 4:30 pm the destroyer USS Chambers came in contact with a UFO. “At the time of the UFO sighting, a sailor was in the U.S. Navy performing duty on a radar picket ship, Destroyer, USS Chambers (DER 391) located at an observation post 150 miles due north of the Azores in the North Atlantic Ocean. He was a member of the deck crew, and one of his duties was to stand radar watch.

> **The sailor “had just come off watch at 4:30 pm and was below deck when the UFO was sighted. He was called up on deck to see it by a friend. The UFO was approximately 1,000 feet from the stem of the ship at an altitude of about 500 feet.**

“It was the size of a basketball held at arms-length and looked like a pulsating bright red ball of fire. No details could be made out from behind the glow although it was felt that the object was solid. No sound was heard.”

“It followed the destroyer for about an hour, matching its speed of 15 knots and remaining in the same position. It left the area by moving straight up at an estimated speed of 200 miles per hour and disappeared into cloud cover at about 5,000 feet.”

“Everyone who was able came up on deck to view the object. Proper authorities were notified of its presence with them. There were no other ships or planes within a 300-mile area at that time. It was acknowledged that the ship's Air-Search Radar had tracked the object.” dclxxxiv

American Aircraft Carrier USS Franklin D. Roosevelt (CV-42): This next case comes to us from the testimony of Harry Allen Jordon aboard the ship. On October 2, 1963, at approximately 2:00 am Radar operator Harry Jordan, on the USS Franklin D. Roosevelt (CV-42), was on watch when he saw a radar contact 600 miles down range at 80,000 feet altitude. “The object moved to 300 miles at 35,000 feet and then to 10 miles range at 10,000 to 15,000 feet.

“The UFO was tracked at speeds up to 4,000 mph and flew in a Z-pattern making right angle turns.”

“The officer of the deck was informed and woke up the Captain, who ordered the scramble of two F-4 Phantom II jets. The object was moving closer to the ship and suddenly disappeared from the radar scope. The object reappeared and was getting closer to the Roosevelt.”

“The object came to within several hundred feet of the ship as at least 15 persons with binoculars watched the object hover for a moment. This was at approximately 2:32 a.m. The object then disappeared.”

More of this report can be read at FSR and Dr. Steven Greer; Disclosure Project Briefing Document.” dclxxxv

U.S. Destroyer: “USS Gyatt”: In 1964 the USS Gyatt was stationed in the Atlantic about 220 miles NW of Puerto Rico when its radar detected a bogey approaching the island from the Northeast at speeds exceeding Mach 1.

“The USS Gyatt relayed a message to Roosevelt Roads Navy Base in Puerto Rico, which then contacted an F-8C aircraft of Utility

Squadron Eight. This aircraft was already flying at an altitude of 30,000 feet over Puerto Rico."

> **"The aircraft reported a stranger closing in very fast. The pilot of the F-8C described the object as delta shaped and about the size of a fighter. Its color was black or gray and had no lights. It had no contrail but had a light source emitting from the tail during periods of acceleration."**

"The pilot pursued the bogey but could not intercept. The target accelerated out of sight in a wide starboard turn climbing through 50,000 feet at about 18°-20° angle of climb more than Mach 1."

"The USS Gyatt took photographs of the radarscope during the 22 minutes that the target was detected. The scope photographs provided bearing and range for both the bogey and the F-8C aircraft. Foreign Technology Division (FTD) analyzed the photographs and concluded that the target was traveling at subsonic speeds during the first 10 minutes and that it then accelerated. They determined that the average speed during the period of acceleration was 1,200 knots."

"The Executive Officer of the Utility Squadron did not have a reasonable explanation for this target because of the speed, acceleration, ceiling, and ability to decelerate exceeded any aircraft that he ever saw or heard of. Nevertheless, he evaluated the target as a very high-performance aircraft because it maneuvered as an aircraft and performed no unusual maneuvers except extreme acceleration and deceleration, plus a very steep climb angle more than 50,000 at high speed."

"The author's evaluation of the radarscope data does not support the conclusion arrived at by FTD that the target was subsonic for the first ten minutes. The author's analysis supports the original statements from the USS Gyatt: that the bogey was approaching the island at over Mach 1 speeds. My estimates indicate that the bogey was flying, most of the time, at supersonic speeds.

It then quickly accelerated to about 1,500 mph, and then, after it lost its pursuer, it decelerated to about 260 mph." dclxxxvi

1,070 miles Southeast of Tokyo; U.S. Ship: SS Morgantown: On January 11, 1966, at 10:00 pm three witnesses (the Third Mate, the Helmsman, and the Bow Lookout on the SS Morgantown) saw a

cigar-shaped object approach their ship. At 22:00 (10:00 pm) the ship was now 1,070 miles southeast of Tokyo.

> **“The object approached the starboard beam of the ship from the horizon and then turned almost 180° to avoid going over the ship.”**

It approached the ship within 1 mile at an elevation of 400 feet. It hovered for 30 seconds, then crossed in front of the ship and made another directional change.”

1. The object was described as being cigar-shaped, glowing with an orange-yellow color, with a bright glow on its front, a body with a duller glow, and a long fiery tail.
2. The body appeared to have two lights on top. The length of the object was estimated at 200-250 feet and its height at about 35-40 feet.
3. The object was visible for 3 minutes.

“The Master of the ship thought that a plane had crashed into the ocean and he ordered the ship to turn to search. Two turns were made, and nothing was found in the searches.” dclxxxvii

I have never heard of a decaying-satellites hovering over ships, changing directions in front of a ship and disappearing.

Updated information on the case: The U.S. Air Force Blue Book labels this UFO case as "satellite decay, specifically Cosmos 53. dclxxxviii

I personally do not agree with this conclusion. I know of no satellite that decayed that was over 200 feet in length.

If such an object hit the ocean, it could have caused a tidal wave sinking the SS Morgantown. Sounds like this was misclassified and should have been an "unknown."

Film taken of UFO / U.S. Nuclear Submarine; USS Abraham Lincoln: In 1973: a sailor aboard the USS Abraham Lincoln reported a large disc that rendered the ship inoperable. The submarine was one day out of Panama when four men were on the conning tower when the encounter occurred. The ships photographer was present using a 35mm camera and 16mm movie camera.

“Suddenly a crimson-colored, one-hundred-foot, circular disc dropped out of the sky and made a wide sweeping arc around the ship at an altitude often (10) feet. At this point, all navigation and sonar were lost on the ship, and the ship was dead in the water.”

“The photographer filmed the whole event with both cameras. The disc circled the ship two to three more times, took off and disappeared. It was then the sonar and navigation came back online.”

“All four witnesses reported the event to the executive officer. The photographer was ordered to develop the film and present them to the commander. The executive officers warned them not to discuss the matter with anyone else on the ship.”

“Once docked the men were greeted by two civilians and a Navy officer and were questioned for an hour. They were informed their liberty was canceled and taken by military police to a location on the base for further questioning. Once there a civilian (either FBI, CIA, OSI or Naval Intelligence) and a Naval officer came into the room for further interrogation.”

“One of the witnesses was shown several UFO photos and was able to identify the shape of the one they witnessed. He was given a non-disclosure agreement to sign and was told if breached would cause him to face a court-martial fine and solitary confinement. He along with the remaining witnesses were later released and transferred to separate bases.” dclxxxix

Today the movie film taken of the UFO over the submarine remains locked up for National Security reasons. There you have it; the Armed Forces divisions say there is no proof, yet our military has the evidence on film of a UFO shutting down their ship. Which is then? There is proof, and they need to keep it under wraps? Alternatively, there is no proof when the public is not given a viewing of such a film?

Off Guam; U.S. Destroyer; USS Reclaimer: In September or October 1974 around 2:00 am the USS Reclaimer ARS-42 while off Guam, had an underwater event that was tracked by radar. NICAP.org informs us of the following case;

The starboard lookout reports a contact. What they then saw was a single red flashing light which changed course a little and then paralleled them. Guam control acknowledged that they too were tracking something and were sending a wild weasel F-14 to investigate. This thing, now a USO, accelerated and the F-14 went to full afterburner right off the deck. The USO pulled easily ahead of the jet, crossed the horizon in seconds while underwater with no visible wake. dcxc

U.S. Carrier; “USS Franklin D. Roosevelt: On May 1, 1975, a giant object sprang up from beneath the ocean, shot from the surface, and flew around the aircraft carrier Franklin D. Roosevelt (CVA-42) off the coast of Italy. Lieut. (J.G.) Arthur Pezzano, who observed the craft through binoculars, reported that it was gray and pebble- shaped, with round portholes on its rim. At least 90 members of the carrier's crew saw the object before it, too, dived into the ocean and submerged. dcxci

Nuclear Submarine: USS Memphis: On October 24 and 25, 1998 a former Navy submariner reports a large UFO about 150 miles off the Florida coast. The following excerpts come from his statements:

> **“The ship was malfunctioning, our tanks were blowing out of control, we were losing navigation ability, and the communications area was lost. We went to all stop and tried to access what was happening. The controls in the reactor area started to malfunction.”**

“This presented a danger to our safety, so the captain ordered us to shut down the reactor, surface and go to diesel motors.”

> **“When the ship surfaced I went to my watch station. The ship was still experiencing electronic difficulties, but the mechanical devices such as diesel engines, cook stoves, and turbines were fine. It was raining, and the entire sky was red like a red neon sign. I saw a large inverted V- shaped UFO off the port side.”**

“The executive officer told me to stand fast, and he would speak to the captain. In a minute, the captain appeared on the tower and asked me for a distance to the craft. The laser range finder determined the closest point was 200 meters and the farthest point

was 1,000 meters off the port. The UFO was not perpendicular to our ship but at about a 45' angle. This huge vessel was over a half mile across."

> **"The UFO made a half circle around our ship then passed across the stern causing our electronics systems to go crazy. We had permanent damage in communications and the sonar room. As the craft flew over the stern, I could see the rain stop under its red glow. The water seemed to rise almost a foot as the UFO passed over silently. When the UFO finished its swing across the stern, it paused - the sky got brighter red, and it simply moved off at tremendous speed inside 15 seconds."**

"When the UFO left our boat returned to normal except for the radio and sonar. We did a quick system check, and the captain ordered us to return to reactor power and get underway. The captain took two petty officers, the executive officer, and myself into the wardroom. He told us not to spread any rumors until we had a chance to talk to Commander Submarine Fleet - Atlantic."

> **"We reached port in about 7 hours where I was taken into "protective custody." Two enlisted men and I agreed we had witnessed a real UFO. I was the one who shot it with a laser range finder, so I was the only one that had its exact sizes. I shot that vessel as it hovered and I got solid readings not spotty like I would on debris."**

"We were in holding for about three hours when an officer from the Air Force arrived and gave us a line of bull about an exploding weather satellite. The Navy then transferred virtually everyone on the crew to new assignments." dcxcii

More information on UFO Sea Activity

If you want to read more stories of Naval encounters, you can go to two different sources.

Go to www.waterufo.net. The following Cases are found here:

- USS Albany – 1963 -Tracking 3 UFOs on Radar;
- USS Tuscaloosa – 1979 – in the south China Sea – Five 100-foot-long cigar ships appeared near the ship;

- USS Midway – 1983 – Tracking five (5) UFOs on Radar;
- USS Midway – 1989 – Three UFO approached the ship, tracked on Radar;
- USS Eisenhower – 1993 – Orange Globe passed the ship from astern with no sound;
- USS Constellation – 1994 – Visual and Radar detection of UFO

Go to www.project1947.com where the following cases are found:

- early naval stores before 1900 and after 1900
- USS Salamaua- 1945

Conclusion to Chapter 19

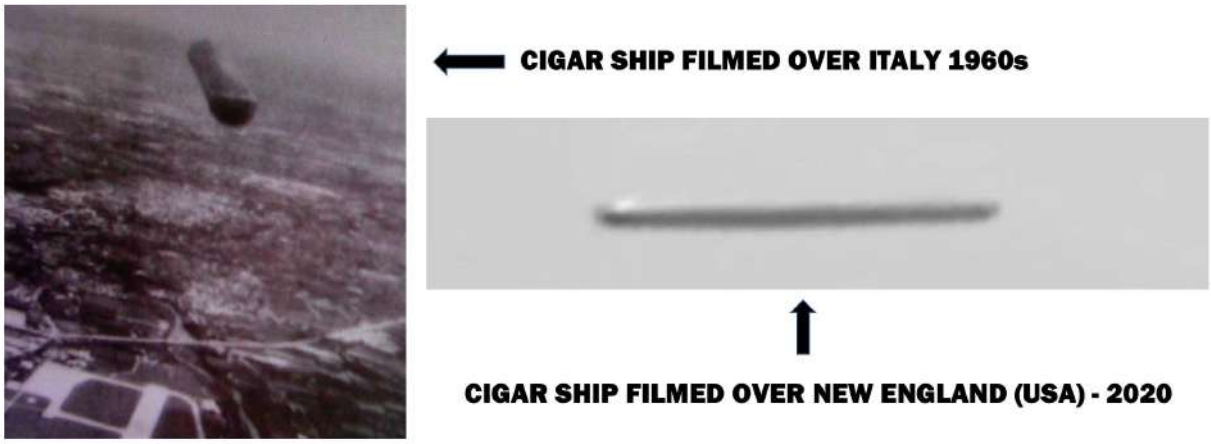
What we learned in this chapter is that the Navies around the world witness UFOs quite frequently and in some cases affect our ships. Both submarine and surface vessels are vulnerable to electromagnetic interference for the propulsion drives of the UFO crafts.

Though we have agreements among all nations to work together in times of a potential War with Extraterrestrials (e.g., Russia and United States agreement), there appears to be no defense against "electromagnetic effects." What good would the world's superpowers be if their ships and submarines are dead in the water with electronics, communications and propulsion systems, should such an attack happen?

It would seem humankind is vulnerable in this scenario.

Chapter 13: UFOs / UAPs over Military Bases

"I looked and saw an object hovering over the Base"



UFO pilots are interested in monitoring our military bases. Researchers' believe extraterrestrials are interested in monitoring planes capable of carrying nuclear warheads (B-2 bombers, etc.) as well as our nuclear stockpiles.

In the 1950s, a U.S. Air Force report revealed over 25% of all U.S. UFO sightings occurred at military bases and sensitive military installations (e.g.; nuclear bomb stockpiles, top secret facilities). Though the information is classified, the appearance rate of UFOs at Russian, Chinese and British military bases, in all likelihood is probability the same as at U.S. Air Bases.

Airshows

Airshows attract UFOs - that's a fact! Today, there are many hundreds of photos of UFOs at Airshows around the world. It seems our space brothers and sisters like to watch our "birds" fly.

March Air Force Base Airshow, Perris, California, USA: On May 20, 2012, a photographer at the March Air Force Base Airshow, Perris, California captured images of objects during the F-16 Thunderbirds demonstration. The photographer shares:

"And then I saw them. At an even greater altitude above them, I saw a fleet of at least 14-16 black spherical objects

flying in a staggered but steady formation together, flying slowly in an east by south-east direction above them."

"I know what I saw." "In my mind a fleet of black unidentified flying objects cruised slowly above the show, at extreme altitude, to make their presence known, as a show of force." dcxciii

Africa

Bangui Air Base | Central Africa: In March 1951 around 4:00 am a very bright point of light was noticed in the sky by a trio of French Air Force officers stationed at Bangui Air Base, Africa.

"The glowing point, which grew in size, quickly assumed twice the brilliance of Venus and zoomed straight toward Bangui Air Base at high speed. The military men at first believed the phenomenon was a meteor but soon changed their minds as the object streaked over Bangui soundlessly, coming to a halt to the west of the field, after which it made a right angle turn and sped away." dcxciv

Argentina

Grandvillard, Argentina: On November 13, 1954, the Argentinian Air Defense Force was in training when they encountered a UFO. When a strange aerial object came into view, the military men abandoned standard procedures in the operation of their anti-aircraft weapons and scrambled to get the best viewing spot as the UFO passed overhead. The press quoted one of the members of the anti-aircraft unit as saying:

"At least 300 men observed the UFO sail by. The object was flying at an approximate altitude of nine thousand feet, but when he saw it, it was hovering, which made us at first conclude that it was a balloon. However, all of a sudden, it began to fly southward at great speed and disappeared into the clouds." **dcxcv**

Austrailia

Woomera Missile Test Range| South Australia: On May 9, 1954, a disc-shaped object was viewed through binoculars over the Woomera Missile Range in South Australia. The witness stated:

"This object appeared to be traveling towards us or directly across a path of the approaching Canberra. When it got directly to the

path of the Canberra, it turned to the right and was going in the direction from which the Canberra had just come."

"When it got directly over the Canberra it slowed down. During this time, I found it very hard to believe what I was seeing, so I shut my eyes and then looked again through the binoculars, and the UFO was still stationary over the flight path of the Canberra." dcxcvi

Nuclear Tests, Australia: This next case comes to us from authors Bill Chalker and Jenny Randles from RAAF files. In October 1957 a former RAF corporal stationed at Maralinga witnessed a UFO over the nuclear test site in Australia. The site had just experimented with nuclear weapons explosions in September and October of the same year.

> **"Just before dusk one evening the RAF corporal and some colleagues were called out of the Maralinga village canteen to witness a UFO hovering, apparently silently, over the airfield. It was described as a "magnificent sight," being silver-blue in color, of a metallic luster, with a line of "windows" or "portholes" along with its edge."**

"The corporal stated that the object could be seen so clearly that he and his companions could make out what appeared to be plated on its surface. The air traffic control officer on duty also supposedly witnessed the spectacle. He allegedly checked Alice Springs and Edinburgh airfields, which reported that they did not have anything over their areas. No photographs were taken, purportedly because the top security status of the area required that all cameras be locked away. These had to be signed in and out when used." After about 15 minutes the aerial object left, swiftly and silently. The witness told author Jenny Randles;

> **"I swear to you as a practicing Christian this was no dream, no illusion, no fairy story -- but a solid craft of metallic construction."** **dcxcvii**

Near the Woomera missile range | Australia: On March 25, 1958, around 10:00 pm "Mr. Percy Briggs was working on his car when he suddenly caught sight of two shimmering disks performing intricate maneuvers in the sky. He called his wife and children who ran out of the house."

“Together they watched the disks dart about for more than half-an-hour during which period they constantly changed color from red to blue.”

“Technical experts and scientists from the nearby rocket range at Woomera were interested enough to question Mr. Briggs and his family, who were able to convince them that the sightings were genuine.” dcxcviii

Melbourne | Australia: On September 8, 1961, at 10:00 pm a Royal Australian Air Force service policeman observed a UFO over Radar Hill, Laverton Air Base. According to an article in England's ‘Flying Saucer Review’:

The ‘Melbourne Sun’ on September 9, 1961, reported that Royal Australian Air Force service policeman Corporal John W. Smith reported that he saw a flying flat disc hover for about five minutes over Radar Hill, Laverton air base at 10:00 pm. The previous evening. The disc, he said, gave off a dull amber light and was spinning all the time. It went slowly straight up, taking about a minute and a haft until it was out of sight.”

“The disc came back spinning a little more quickly and hovered in the same position for a few seconds before going straight up again.”

“Corporal Smith gave this description of the incident: 'It was the queerest sensation seeing it hovering and spinning there. I've heard about flying objects, read about them and never believed in them. However, now I do. I saw it. It was distinguishable.' The disc was also seen, he said, by Aircraftsman Malcolm Stirling.” dcxcix

Brazil

Lieutenant H. Ferraz De Almeida (Jet Pilot): The following report comes to us from the magazine ‘0 Cruzeiro’. Only excerpts will be provided below. “On October 24, 1954, I was the duty officer at Gravatai AFB near Porto Alegre, Rio Grande do Sui. It was about 1:00 pm when a Sergeant called me to see a flying saucer that was flying over the Base. I said 'Good I want to get a look at this thing.' We left the office, crossed the Airport and approached some buildings around the Base (soldier's quarters).

“Then he pointed to the sky. I looked and saw an object hovering over the Base. It was silvery- dull in color, like the dull aluminum color from our jets, and reflected the sunlight.”

“It appeared to be moving in a very strange way. The movements were circular but, at the same time, it maneuvered from one side to another in an erratic 'zig-zag' course. “To the observers on the ground, these motions seemed to be slow. However, as a jet pilot, I know that a supersonic jet plane was flying at the high altitude the object appeared to be, between 40,000 and 45,000 feet, would give the impression of very slow motion.”

“For this, I am induced to believe that the object's speed was tremendous, far beyond anything known to me. It was hard to believe, but I was not alone. Ten sergeants and the same number of soldiers were now at my side witnessing the sighting. However, I understood it would be wise to call for the opinion of more skilled observers. In doing so, I found Major Magalhaes Mota and reported: 'Major, there is a body over the base. I would like you to have a look at it and give me your opinion.' He agreed, and I drove him to a place where he could see the object.”

Several other officers weighed in on the sighting: Major J. Magalhaes Mota (Aviator), Lieutenant Ferraz in the Control Tower and many other men at the base. “I also told Major Mota that the object was now being observed at the hanger by some officers, pilots, civilians, and soldiers. Suddenly I saw another disk, I mean another object, approaching the Base area at a terrific speed. For a few hours, we had only one object, hovering more or less stationary over the Base with little circular movements.”

“Now, we had two craft: the first one in the same position as before and a second one moving swiftly across the sky. In a few seconds, this object approached the other one and stopped at its side above our heads (at 90 degrees from the horizon). In a few moments, it started to move again at a fantastic rate and reversed its course abruptly, drawing an

arc of 60 degrees in the sky and disappearing at an angle of 30 degrees."

"It disappeared into infinity in the same strange manner as it seemed to have dropped out of nowhere. As before, the sky was blue and clear with no clouds and visibility was very good."

"As the second object was gradually pulling away, I saw it distinctly change in shape. At first, it was round-shaped but gradually became cigar-shaped, as the object raced away. "But the most astounding fact was the speed. I've never seen such a thing with such a tremendous velocity. I estimated the time the object spent to go from the vertical to the 30-degree angle as 8 or 10 seconds, no more than 10 seconds."

"As the object moved in the sky it brought into being and was surrounded entirely by some mist, or cloudiness, or halo. This halo disappeared when the object stopped in the air. When it started to move again, the halo reappeared and got stronger as the object increased in speed." dcc

Colonel Joao Adil Oliveira discusses UFOs: Journalist Guillermo Tell Tronconis informs us; "Colonel Joao Adil Oliveira, Information Chief of the Brazilian Aeronautics General Staff, presented testimony before the public officers of the Brazilian Air Force about flying saucers. "I was flying a jet plane. The events took place at the Gravati Base, in Rio Grande de Sul".

"The statement of the Brazilian officers, as presented by Colonel Oliveira, was as follows: Last October 24 (1954), I was the officer of the day-Lt. Hernani Ferras de Almeida, jet pilot, speaking at the Puerto Alegre air base when at about 1300 hours, I was called by a sergeant, who said to me: 'Lieutenant, a flying disc is being seen over the base." dccii

"I went to the place and verified the presence of the disc. I verified the existence,' he declared, an object that was hanging over the base, of an unpolished-aluminum color, similar to the color of our jet planes. The object reflected a light. It was making circular movements, and was going back and forth, from side to side."

“What was strange to me was the enormous velocity developed. I have never observed (he said) an object moving at such a terrific speed. I then summoned other officers to confirm the fact, and at such a terrific speed. I then summoned other officers to confirm the fact, and in the headquarters, after more than ten sergeants and other men had witnessed the case, I submitted a report to Major Joao Magalhaes Mota.” dcci

Canada

Local Airfield | North Bay, Ontario: On April 12, 1952, a bright amber-colored disc-like object came from the crossed over the local airfield at North Bay, Ontario, stopped in the air, and then retraced its course. As it sped away, it rose into the sky with a terrific speed at a 30-degree angle. The UFO was observed and reported by two Canadian Air Force enlisted men. dcciii

Secret Installation | Newfoundland, Canada: On October 6, 1961, about 3:25 pm a U.S. Marine Corps guard at a secret installation in Newfoundland sighted an orange-white, meteor-like object which maneuvered over the area for four minutes before speeding away." dcciv

Czechoslovakia

150-meter disc | Czechoslovakia Airbase: On November 16, 1959, around 8:00 pm a Russian Air Force officer, Commander Duchon was driving to an air base in Czechoslovakia when his car engine died. "At a distance of 10 kilometers from the airbase, the car started to stall. Duchon and another officer witnesses a sapphire craft moving at a great speed some 500 to 800 meters off the ground. Around 8:03 pm the craft returned to hover over the runway for two minutes. Then it "accelerated to a fantastic speed and disappeared into the night." While observing the craft, the disc appeared to have a diameter of 150 meters with a glowing band around it.” dccv

England

In 1964, my family was stationed at Mildenhall RAF Station | England: On October 19, 1957, around 5:40 pm two officers on duty in the control tower at Mildenhall RAF Station, observed a circular

disc-shaped object, yellow to orange in color to the southwest of the station. The Air Intelligence report states the UFO was:

- circular in shape – like a disc;
- the size of a dime at arms-length;
- yellow and orange in color;
- seen visually and picked up by radar;
- leaving no trail or exhaust;
- Absolutely silent. No sound was emitted beyond the VHF and UHF radio interference.

A meteor jet was in the area but the pilot did not see any UFO. According to the research of Dan Wilson and Brad Sparks; at 7:28 pm Lakenheath RAPCON advised Mildenhall tower they could see an object to the SW of Mildenhall.

At 7:30 pm; Lakenheath advised Mildenhall they had three targets on their radar. Two of the targets were Northwest of Mildenhall at approximately 11 miles. The two targets were also stationary. The 3rd target was north and moving slowly towards the station. Also, the targets Northwest were visible from Lakenheath. Mildenhall GCA was notified and also picked up the targets which coordinated with Lakenheath.

At 8:40 pm, Sculthorpe WX station picked up the unidentified targets on their radar. The positions coincided with those of Lakenheath Control and Mildenhall GCA had reported. The UFO report's preparing officer, 1st Lt. David A. Zillmer, wrote in his report on this incident. After investigating possible confusion with some known object, the sighting was considered to involve an unidentified object.

The Air Force concluded the witnesses must have seen an aircraft or something astronomical. Here we can see the Air Force grabbing at straws to come up with an explanation as to the cause of the UFO sighting. [dccvi]

Gaydon, England Atomic Bomber Base | England: On October 21, 1957, around 9:18 pm a Royal Air Force pilot in a meteor jet nearly collided with a UFO over Gaydon. “According to the D.W. Sweeney,

he was at 20,000 feet when he nearly collided with an object moving slower than his jet near the base. Sweeney turned his plane around and approached the UFO, on its starboard side, which then turned off its six lights. It was at that time; the UFO could not be seen or disappeared entirely. Radar tracking facilities at R.A.F. Langtoft said the only object seen in the sky at the time was the Meteor jet.” dccvii

Cigar ship over Admiralty Surface Weapons Base | England: In March 1960 Portsmouth, a UFO appeared over England's biggest naval base. The base was known to be the home of England’s Naval weapons research. Author Robert Price tells us the story by Ernie Sears:

“Walking over the bridge linking Stoke Road to Forton Road in Gosport, Ernie Sears sought to avoid the worst of a strong gale by turning slightly sideways to lessen the effect of the headwind. As he turned, a bright shard of light in the early morning sky over Portsdown Hill, caught his eye. Pausing to take a closer look, he saw a stationary object, very bright, hovering over the A.S.W.E.”

“Puzzled by the cigar-shaped aero-form, but thinking it was probably a slow-moving airplane battling against the strong winds, he turned to carry on across the bridge. From the other end, in an obvious hurry, a young man was approaching him.”

“I stopped him as he drew level,' Ernie told me [author Robert Price]. 'I pointed out the object and asked him if he thought it was an airplane. He glanced towards it, said "Yes" and dashed off. In no less of a hurry himself, Ernie settled for this explanation and carried on about his business. Approximately twenty to thirty minutes later, in another part of Gosport, he heard the fast approaching roar of low flying jet aircraft.” “The noise was deafening,' he recalled, 'I knew they must have been very low.

Dashing into the street, he was just in time to see two Meteor jet fighters sweep past-climbing rapidly towards Portsdown Hill! I looked beyond the two jets and saw the same object I'd spotted earlier, still hovering over the A.S.W.E. I knew then, that it was no ordinary that I'd seen,' he stated.”

“The two fighters, at maximum thrust, were closing in on the mystery craft with lightning speed. Ernie, enthralled, could only stand

and watch as the dramatic events unfolded above him. Suddenly, as though detecting the fighter's presence, the object turned on end-and vanished!”

> **It was unbelievable,' said Ernie. 'It just disappeared, like a light bulb going out. One second it was there, turning slowly on end in a smooth, controlled manner, the next, it was gone!'**

“The fighters circled above the establishment for several minutes before finally breaking off and heading back in the direction of R.A.F. Thomey Island. Running to the nearest telephone box, Ernie quickly found the air base's telephone number and rang in, asking to speak to the control tower duty officer. I knew, from my own service experience, that military aircraft were never 'scrambled' over built-up areas unless there was an emergency,' he said, 'so it was obvious that something serious had sparked a major alert.”

“After a lengthy wait. He was eventually put through and spoke to the duty officer. I asked if he could identify the object I'd seen over Portsdown Hill and also if he could explain why the two Meteor jets were chasing it,' said Ernie. 'I'll never forget his answer as long as I live. He said, quite coldly;

> **"You didn't see any object, and you didn't see any Meteor jets either! I began to protest, but he just repeated what he'd said and ended the conversation.”** **dccviii**

Note: You might recall from another case in this book, that Portsdown Hill is a sensitive military site that appears to attract UFOs.

Cosford RAF Training Camp, England: In January 1964, around 11:30 pm two men at the RAF training camp observed a UFO in Cosford. The UFO came down from the sky, flew over the camp and went behind the hanger. The men could see the top of the craft which had a dome. The two young RAF officers believed the craft must be near or touching the ground. A green beam coming from the saucer swept around the camp in a search-like fashion. The UFO remained in the area for two minutes, then shot off into the sky. The two men reported the incident to their commander. dccix

Lakenheath Air Base, England: On April 18, 1984, Lakenheath Air Base, England, a rectangular UFO hovered only 100 feet above the side of a road near the RAF Lakenheath Air Base in England. The UFO had red, green and white lights, and was silent. dccx

Lakenheath Air Base, England: On January 12, 2007, London Military Air Traffic Control contacted a flight of U.S. Air Force F-15s out of RAF Lakenheath, Suffolk, UK, to intercept an unknown target. The object was picked up on the radar at 3,000 to 4,000 feet altitude. The F-15s callsign “Gator” went to investigate and got a solid radar-lock on the unidentified target. The F-15s made two passes at the object. They first passed the object which at 17,000 feet and then 17,700 feet on the second pass. The Pilot said:

“It was a small black object, and it just flew right over me. I don’t think it was a bird. It’s not falling.”

In talking with Air Traffic Control – "Dude, I have no idea what this is." He and his co-pilot take another pass at the stationary object. dccxi

France

France in the North Atlantic Treaty Organization: The ‘*Long Island Daily Press-Chicago News Wire*’ tells us that on July 8, 1953 “Paris-French military brass has ordered a hush-hush probe into a new aerial mystery, a kind of 'flying turret' officially reported by a top-flight air general.”

“This officer, whose name cannot be revealed, is an armed forces staff member and represents France in the North Atlantic Treaty Organization. An experienced pilot, General X testifies that while on a routine flight in an army plane he saw a turret-shaped object streak by at 'tremendous speed. It occurred, he says, over a military airfield near Paris.”

The Story

“I was 6,000 feet up, going 250 miles an hour,' he reports, 'when suddenly an object about the shape and dimensions of a small ship's turret, flashed toward me. Grey-black in color, it passed only a few yards from my plane's wings. "It moved at tremendous speed, but I was able to turn around enough to keep it in View."

“Amazed,' he continues, 'I followed the course of the dark mass until it disappeared. To make sure it wasn't something dropped by another plane, General X scanned the skies. He saw no other craft. General X insists he observed the turret-like mass distinctly in motion. It could not have been an optical illusion, nor a cloud. It had too much substance and form for either. Whether the 'flying turret' created any sound as it slithered across the heavens, General X cannot say. He admits the noise of his plane made it impossible for him to distinguish sounds.” dccxii

Germany

Neubiberg Air Base | Germany: During October 1948 writer Charles Harnett of Kaiserslautern noted the Neubiberg sighting: "On October 29, 1948, newspapers throughout Europe reported this sighting[s] near Munich...These reports touched off a chain of speculative comments among astronomers and scientists on the continent, who variously claimed that the objects were from Russia or outer space. Few seemed to regard them as products of the United States.

> **“In November of 1948 reports came in from Denmark that unidentified flying objects had been seen at Skagen, Northern Jutland. These were described as missiles which passed over Skagen at high altitude and disappeared northward over Skagerrak, Norway.”**

“A Danish coastguardsman allegedly saw one disc-like object moving northward at 15,000 feet altitude and then, through binoculars, observed another 'shining like silver and traveling in a different direction.' Scores of eyewitnesses corroborated the incident.”

> **The actual Newspaper article states: “Five U.S. Air Force pilots reported they observed a mysterious silvery object hanging high in space over Neubiberg Air Force Base for more than 30 minutes, then disappearing with terrific speed. The same object was spotted by some days ago by another group of pilots." dccxiii**

Echterdingen Army Air Field | Germany: On August 21, 1950, Corporal George P. Scarlett was engaged in observing a pilot balloon run at a theodolite stand at Echterdingen Army Air Field at Stuttgart, Germany when he saw a UFO.

"While checking on the balloon, another object entered his field of vision." According to the file Corporal, Scarlett followed this strange object with the theodolite. He later told intelligence officers:

> **“The object was moving in a southerly direction, and I followed it with little difficulty for one minute. Then it made an abrupt change in direction towards the west-south-west and approached the sun at evidently a high rate of speed.”**

“That the speed was high as shown by the increase in the size of the object. It increased from about 15 minutes to about 50 minutes in diameter, or about 20 percent of the field of vision of the theodolite which is two degrees. Becoming rapidly more difficult to follow, the object was finally lost in the sun field.”

“When first seen, the object was small, oval, and white in color. As it became closer and larger, it a grayish-white color with several dark lines or shadows on its surface. The object, although visible, seemed to have a rather indistinct outline.” dccxiv

Rhein-Main Air Base | Frankfurt, Germany: On August 14, 1951, at 10:20 pm two U.S. Air Force officers had landed at Rhein-Main Air Base, Frankfurt, Germany and witnessed a UFO. The two officers were walking toward the Operations Building of the 10th Squadron when they happened to notice a light to the south of Rhein-Main Air Base. The official report shared:

> **“The light seemed to fall slowly as though suspended from a parachute, then leveled off on a southerly course, made a turn to the west, then a turn to the east. The southerly heading was maintained during these maneuvers. The object, or light, appeared to travel extremely fast after leveling off.”**

“The flight path was evident through very little clouds. The light was quite bright.” The light was round in shape, brilliantly white and left no trail and held a perfectly steady course except for the turn mentioned above.

“The pilot and his companion stated to the best of their knowledge the light or object was not any known aircraft.”

The Air Force concluded "insufficient data for evaluation." dccxv

Neubiberg Air Base | Germany: On October 11, 1951, around 8:45 am two enlisted men of the 525th fighter Bomber squadron stationed at Neubiberg Germany witnessed a disc-shaped UFO. All witnesses confirmed the object was not an airplane.

According to one of the witnesses he first thought it was a blimp or dirigible at an altitude of 20,000 feet then realized it was not a balloon. The witness called another person to see the object Sergeant Lucas turned to Sergeant Vice and said: “Damned if I know what it is, you keep your eye on it, and I'll get Sergeant Warnke."

Some 10 seconds later the UFO disappeared abruptly. Sgt. Vice said when it disappeared it “was just like a light going out.”

The report from USAFE, ATI Branch, West Zone of Germany, to Washington mentioned: “From time to time this office receives information similar to that presented in this report. It is requested that the Analysis Division of the Air Technical Intelligence Center, Dayton, Ohio, advise this office whether to send back reports of this nature.”

The Air Force concluded the witnesses possibly saw a balloon. The eyewitnesses all agreed the object was not an airplane nor a balloon. It appears this case was not appropriately analyzed to the conclusion. dccxvi

U.S. Air Base | Landstuhl, Germany: On March 26, 1954, around 7:00 pm twelve 12 servicemen saw a UFO at Landstuhl, Germany. According to a *‘Stars and Stripes’* news story:

“Twelfth Air Force officials 'have received reports that an unidentified flying object was observed in the sky over Landstuhl Air Base,' it was revealed here today.”

“The object, which gave rise to a wave of speculation among base personnel
that 'flying saucers' were seen in the area, was reported seen at 7:00 pm Friday. Officials of the 86th Fighter-Bomber Wing here refused to comment on the appearance of the object or to say whether it was tracked on their radar screens.”

“Unofficial observers here, however, said the object was lighted and moving at a considerable rate of speed. They added that this was not the first such object sighted here. There was no definite description of the object,' said a 12th AF spokesman who asked that his name be withheld.”

“It was observed to be moving across the sky at the rate of 40 to 60 mph. The official added that two F86 jet planes of the 86th Wing, returning from a routine patrol, were dispatched into the general area but the pilots said they could report no definite sighting.” One of the pilots reported fast-moving clouds in the sky at the time,' the spokesman continued, 'and he said that these might have been mistaken for the "unidentified objects" by ground observers.”

“According to one source, three of the 86th Wing's pilots were among the ground witnesses who observed the object hovering over the base. This source added that the jet planes from the 86th Wing and the 36th Fighter-Bomber Wing at Bitburg were 'scrambled' to pursue the object but were unable to trace it.” **dccxvii**

Darmstadt, Wiesbaden | Germany: The Stars and Stripes tell us: On April 7, 1959, an employee observed a bright light in the sky that moved west by northwest. The UFO “was about two to four miles up over the Rhine-Main Air Base as planes flew in and out. Another observer states the object was two to four times the size of any star in the sky and moved up, down and sideways. Several people from base housing balconies observed the object.” dccxviii

Indonesia

Above the Air Base of Perdana Kusuma, Jatinegara | Indonesia: On December 4, 1956, Professor Prayudi saw a flying object from his house in Jatinegara flying from the southwest to the northeast. The UFO stopped in mid-air and hovered, appearing as it would land. “Dr. Prayudi saw it through binoculars until it could be seen by the naked eye in the shape of a disk shining above the Air Base of Perdana Kusuma, splitting into two objects and then becoming a single object again. After that, the object flew east and hovered for five seconds and disappeared to the west. Seconds later it reappeared and

disappeared again. The whole incident lasted about one and a half minutes." dccxix

Italy

NATO base, Aviano Italy: On July 1, 1977, around 3:00 am a UFO descends over a NATO base in Aviano Italy. In a NICAP report, “electronic alarms suddenly sounded at the NATO base and then home to the 40th Tactical Group. Something had set off the magnetic and motion detectors in the high hurricane type fence protecting the Victor Alert compound, a facility that housed fighter aircraft, their crews, maintenance and support personnel.”

“Simultaneously a power outage occurred at the Victor Alert facility, and though a backup system immediately kicked in, minor power fluxes went on for the next 15 to 20 minutes. Soon security personnel were reporting a strange light display off to the northwest, off base, perhaps 200 meters beyond the fence line, over a soybean field. Luminous round object with dome hovered above a NATO base security zone, spinning; changed color emitted a sound like a swarm of bees.” dccxx

Fiumicino Airport | Italy: On November 12, 1979, six Air Traffic Control operators and two military personnel of the Italian Air Force watched a large red- orange globe fly silently west to east across runway No: 1 of the Fiumicino Airport.

The globe was one of three which descended toward the ground. It disappeared off the eastern horizon before it posed a threat to descending aircraft.

“Capt. Alberto Bottai, vice secretary of the professional association of air traffic controllers, stated that there was no radar confirmation of the incident, but he acknowledged the competence of the eyewitness.” dccxxi

Japan

Early World History, between Shanghai and Japan: On May 25, 1893, between Shanghai and Japan, the crew of the H.M.S. Caroline observed a formation of flying discs moving slowly north. The UFOs passed between the Caroline and a mountain.

“Observation of the UFOs was conducted by telescope which proved the crafts were red in color and emitted a brown smoke trail. The UFOs were seen for a total of two hours. The very next day on May 26, 1893, another ship the H.M.S. Leander witnessed the same fleet and alters her course to watch the discs. They were able to observe the UFOs for a total of seven hours.” dccxxii

Ashiya Air Base | Sea of Japan: On March 4, 1952, about 2:00 pm the crewmembers of an American C-54 witness a giant UFO over the Sea of Japan. The C-45 was approximately 15 miles west of the Base, over the Sea of Japan at an altitude of 1500 feet. The plane was letting down at the rate of 300 feet per minute on approach to the base when 1st Lt. R. J. Weed spotted a UFO.

> **“The pilot, stated that the object was heading 290 degrees, and appeared to be oval shaped and about 50 to 100 feet in length. Weed said the UFO was bright in color and left a trail. The object, itself, was approximately 50 feet thick; and the trail was about 50 feet in length. The UFO was at an estimated 15 miles distance from him, at an estimated altitude of 30,000 feet and was moving on a horizontal plane at a 'terrific speed.”**

“Lt. Weed further stated that the UFO was not a jet aircraft. He said that he has seen jet type aircraft operating at night and, further, that he has also seen jets operating with afterburners during periods of darkness. He and the crew were very impressed with the observation, remarking that they almost forgot to land the aircraft because the object sighted had captured their complete attention.” The Air Force believed the crew witnessed an Asteroid. dccxxiii

Misawa Air Base | Japan: On April 10, 1965, around 1130 Zulu, an Air Force Sabreliner T-39 was inbound to the air base at Misawa, Japan when they encountered several head-on collision warnings from radar control.

The jet piloted by Captain Odle (sign Trap 02) was lined up on runway 28 for approach when an unidentified blip appeared to the southwest. The scopes showed a target larger than the T-39 traveling at 175 knots.

When the target was ¼ of a mile from Trap 02, the unidentified object veered to the right and passed off the left wing of 02, slightly above him. This unknown target then continued eastward and climbed to 2,800 feet and disappeared.

Now Trap 02 was 3 and ¼ miles out, and on final approach, a similar target appeared from the southwest and turned outbound on centerline at 2 and ½ miles with an altitude of 1,000 feet.

The radar controller advised 02, but the pilot could not see the object. The target continued on a collision course and passed directly over 02, approximately 200 feet above him.

When the jet landed, both Captain Odle and another officer came to RAPCON to observe the unidentified flying object on the radar scopes. According to the file, about five men were on the radarscopes that day watching the flying inbound unidentified flying objects.

By this time the targets were more numerous and were seen on all quadrants of the scope most of them within 6 miles of the field.

During the observation on the (PAR) scopes the men determined a massive unidentified flying object was about 8 miles out in the ocean proceeding north. This massive unknown ship then stopped 9 and ½ miles out, directly in line with the runway centerline for Misawa.

The airborne ship remained stationary for 45 minutes and then proceeded to head towards the south. The radar operators checked with the other area air bases and confirmed no temperature inversions had occurred. Maintenance checked the radarscopes for malfunction but was declared they were usually working. Despite evidence to the contrary, (radar evidence and the object flying past the plane) the Air Force labeled the cause of this UFO sighting was: "Anomalous Promulgation." Anomalous is defined as "irregular. [dccxxiv]

Korea

Osan Air Force Base | Korea: On September 14, 1961, at 7:18 pm an object, white and circular was seen for 10 minutes at Osan Air Force Base in Korea. According to Jacque Vallee: “Its movement was irregular in speed and direction. At a certain moment, it stopped completely, became very bright for two or three minutes, then rose

vertically while changing color. When a jet plane came into the area, the object started forward, made a ninety-degree turn and later turned again to continue on its original course toward the east-southeast. At that moment it was no larger than a star but was very bright and went faster than any aircraft; it suddenly dashed away and was lost to sight. The whole observation lasted 12 minutes." dccxxv

Anti-aircraft shore battery destroyed | South Korea: In the fall of 1974 a 100- meter diameter metallic disc descended over a South Korean anti-aircraft shore battery. The commander launched a Hawk guided missile which was immediately shot down by a "white ray" from the UFO. A second ray was directed at the battery, melting the remaining two Hawk missiles into an unrecognizable mass. dccxxvi

Morocco

Figure 23 – Illustration of Disc Flying under C-47, dccxxvii

Sidi Slimane Air Base | Morocco: On September 2, 1953, at 9:14 pm at the Sidi Slimane Air Base, French Morocco, the crew of an American C-47 encountered a UFO during a training flight. The Case is as follows: "The object was first sighted by the co-pilot at 2114 hours which was called to the attention of the pilot. The light was first observed at an estimated altitude of about 4,000 feet above the C-47.

The object's rate of closure was very fast and followed a near collision course with the C-47. The approaching object, when level with the C-47, executed a 180-degree descending turn at an estimated high speed. During the second 180 degree turn, the object descended to 700 feet or below."

> **"While descending, the object decreased in speed, then made a 90-degree turn toward the main highway that parallels Sidi Slimane Air Base at which point it appeared stationary. The light then disappeared."**

“The observers flew the C-47 in a 360-degree circle to continue observation of the object. The light could be sighted at all times by the observers and was seen for approximately three minutes. The C-47's speed was 140 mph at an altitude of 6,000 feet. The nearest point at which the object was observed was between one-quarter and one-half mile distance, while the maximum distance of observation was approximately eight miles. Visibility during sighting was 20 miles plus. The sky was clear with no moon. Winds were calm.”

“Sidi Slimane Control Tower was contacted when the object was first sighted and reported no aircraft in the vicinity.”

“Air Traffic Control at Casablanca, French Morocco, was contacted and reported no aircraft in the area except two naval aircraft in the vicinity of Port Lyautey, approximately 25 miles from Sidi Slimane Air Base.

The aircrew of the C-47 previously observed the naval aircraft on their flight to Sidi Slimane Air Base.” dccxxviii

New Zealand

Ohakea Air Field | New Zealand: On June 17, 1957, a UFO was picked up by Ohakea Air Base radar. As CSI of New Zealand told about a strong blip that was registered on military scopes indicating some solid body was hovering over Ohakea field. A Vampire jet was in the area, so Air Traffic Control asked the fighter to investigate. The pilot of the jet spotted a bright blob of light at the reported location of the radar target, but the light zoomed away as the Vampire jet approached.

An attempt was made to confirm the incident by sending an inquiry to New Zealand military authorities. An official reply said: “Your letter dated 3 August 1957, in which you request details of a reported sighting of an 'unidentified flying object' at Ohakea on 17th or 18th June last, is acknowledged. I have to advise that the only unusual radar indication on the dates you mention was of an almost stationary object. This was due to a radar reflector descending from a burst balloon, temporarily retarded in its descent upon reaching a temperature inversion layer." This explanation puzzled CSI since

meteorological data for the days in question show that a temperature inversion was "extremely unlikely." dccxxix

Okinawa

Kadena AFB | Okinawa: On September 20, 1957, around 10:00 pm S/SSgts. Hugh T. O'Connor and Hillis D. Bridgman of the 13th Communication Squadron were on the veranda between the two wings of barracks #110.

"Both men were looking around when Sgt. O'Connor's attention was caught by an 'oval-shaped object' which 'glowed like a fluorescent light.' The object seemed 'indented--like a coke bottle without a top.' In size, the object was slightly bigger than a grapefruit. Held at arm's length. The object seemed to 'vibrate.' It was also likened unto a jellyfish as it gave the impression of translucence.' Sgt. Bridgeman also saw the object just before it disappeared after the first pass."

"When first sighted, the object was at an elevation angle of 45° and azimuth of 350°. The UFO was lost from sight on an azimuth of 200° where it entered the cloud cover.

> **"The object made four passes, remaining visible approximately 5 to 10 seconds during each pass. There was a five-minute interval between each pass except for the fourth which allowed an interval of only four minutes."**

"All four passes were made in a generally North-South direction. On the first sighting, the object traveled level in a distinct arc. On the second and third observations, the light path was level, but the course was straight rather than in an arc. On the fourth and final pass, the object passed directly overhead and seemed to gain altitude before disappearing into the cloud cover." dccxxx

Peru

Peruvian Air Force: On June 3, 1980, a Department of Defense, Joint Chief of Staff transmittal message from US Lima Peru to JCS / DIA Washington DC indicated an officer in the Peruvian Air Force observed a UFO. The significance of the message shows that this officer mentions a UFO has been spotted on two different occasions near the Peruvian Air Force Base in southern Peru. In one case the Peruvian Air Force launched interceptors. In words on the transmittal:

“tried to intercept and destroy the UFO, but without success.”

“This message was sent to Washington (DC) to over 14 addresses including the Secretary of Defense.”

Russia

Krasnoyarsk militiamen | Russia: In February 1990 Krasnoyarsk militiamen claimed two disc-shaped UFOs harassed their patrol cars. The UFOs moved with the patrol car for 3 to 4 kilometers, paralleling their automobile. When the patrol car stopped at Drokino, the men reported one of the saucers landed on a nearby hill and harassed them with rays of yellow and red lights before flying away. dccxxxi

Russian army missile base | Kapustin Yar, Astrakhan Region: From July 28-29, 1989 Russia, the KGB files revealed the following incident with a UFO at an army missile base in Kapustin Yar, Astrakhan Region. “The dossier consists of the depositions of seven military witnesses (two junior officers, a corporal, and four privates) plus illustrations of the object by the observers, and a briefcase summary by an unnamed KGB officer.” This document states in part:

> **“Military personnel of the signal center observed UFOs in the period from 22:12 hour to 23:55 hour on 28 July 1989. According to the witnesses' reports, they observed three objects simultaneously, at a distance of 3-5 km.”**

“A nearby base reported the UFO from 23:30 hours on July 28 until 1:30 hours on July 29. The report continues: "After questioning the witnesses, it was determined that the reported characteristics of the observed UFOs are: disc 4-5 meters (13-17 feet) diameter, with a half-sphere on top, which is lit brightly. It sometimes moved abruptly, but noiselessly, at times coming down and hovering over the ground at an altitude of 20- 60 m. (65-200 feet)."

“The command called for a fighter... but it was not able to see it in detail, because the UFO did not let the aircraft come near it, evading it. Atmospheric conditions were suitable for visual observations.”

> **First-Hand accounts stated it was a flying saucer that hovered over the base for one hour. "One could see a powerful blinking signal which resembled a camera flash in**

the night sky. The object flew over the unit's logistics yard and moved in the direction of the rocket weapons depot, 300 meters [1,000 ft.] away. It hovered over the depot at the height of 20 meters [65 ft.]. The UFO's hull shone with a dim green light, which looked like phosphorous. It was a disc, 4 or 5 m. [13-17 ft.] in diameter, with a semispherical top."

Note 1: "While the object was hovering over the depot, a bright beam appeared from the bottom of the disc, where the flash had been before, and made two or three circles, lighting the corner of one of the buildings... The movement of the beam lasted for several seconds, then the beam disappeared and the object, still flashing, moved in the direction of the railway station."

"After that, I observed the object hovering over the logistics yard, railway station, and cement factory. Then it returned to the rocket weapons depot, and hovered over it at an altitude of 60- 70 m. [200-240 ft.]. The object was observed from that time on, by the first guard-shift and its commander. At 1:30 hrs. The object flew in the direction of the city of Akhtubinsk and disappeared. The flashes on the object were not periodical; I observed all this for exactly two hours: from 23:30 to 1:30."

More testimony revealed: "Suddenly, it flew in our direction. It approached fast and increased in size. It then divided itself into three shining points and took the shape of a triangle. Then it changed course and went on flying in the same sector." "After veering, it began to approach us, and its speed could be felt physically. (It swelled in front of our eyes). Its flight was strange: no aircraft could fly in this manner. It could instantly stop in the air (and there was an impression that it wobbled slightly up and down); it could float (exactly that: float, because the word 'fly' would not be adequate, it was as if the air was holding it, preventing it from falling). At all times that I observed it, it was blinking, blinking without any order and constantly changing colors (red, blue, green, yellow). The point itself was not blinking but something above it."

"Here is what I observed: there was a flying object, resembling an egg, but flatter. It shone brightly alternating

green and red lights. This object gathered a great speed. It accelerated abruptly and also stopped abruptly, all the while doing large jumps up or down. Then appeared a second and then a third object. One object rose to low altitude and stopped. It stayed there in one place and was gone. Later a second object disappeared, and only one stayed. It constantly moved along the horizon. At times, it seemed it landed on the ground, then it rose again and moved."

Note 2: The conclusion: A statement issued by Colonel-General of Aviation Igor Maltsev, Chief of the Main Staff of the Air Defense Forces, was published in the newspaper '*Rabochaya Tribuna'*. Unit commanders compiled "more than 100 visual observations" and passed them on to Gen. Maltsev, who stated: "I am not a specialist on UFOs and therefore I can only correlate the data and express my supposition. According to the evidence of these eyewitnesses, the UFO is a disc with a diameter from 100 to 200 meters [320 to 650 feet]. Two pulsating lights were positioned on its sides... Moreover, the object rotated around its axis and performed an 'S-turn' flight both in the horizontal and vertical planes."

"Next, the UFO hovered over the ground and then flew with speed exceeding that of the modern jet fighter by 2 or 3 times... The objects flew at altitudes ranging from 100 to 7,000 m. [300 to 24,000 ft.]. The movement of the UFOs was not accompanied by the sound of any kind and was distinguished by its startling maneuverability. It seemed the UFOs were completely devoid of inertia. In other words, they had somehow 'come to terms' with gravity. At present, terrestrial machines could hardly have any such capabilities." **dccxxxii**

Switzerland

Swiss Air Force, Zurich: From author Aime Michel we have the following report; On August 7, 1954, at 4:15 pm a First Lieutenant in the Swiss Air Force reported a UFO at the base of clouds over Zurich. Michel Aime shares the account of this officer:

"From the window of my apartment situated, I was observing light planes which were going over the city. At the same, I was watching a

child's' balloon being pushed by the west wind which was blowing off the lake. The balloon was climbing continually and had become almost invisible."

> **"Suddenly, in the same direction as the balloon, I saw a dark disc about as large as a one centime piece (held at arm's length) which seemed to be immediately beneath the ceiling of the clouds. I thought at first that it was a larger balloon. However, this disc, curiously, was not being transported by the wind as was the balloon. I immediately reached for my field glasses and observed it more closely."**

"The shape of the object reminded me of an upside-down plate. Its thickness was about 1/6 of its diameter. One could see very clearly a large circular crown surrounding a rounded surface, the diameter of which was about half the size of the object. It was not possible for me to determine if the rounded surface at the interior of the crown was hollow or not."

> **"The color of the large crown constantly changed, going from a silver tint to rose and then to blue. The pale pureness of these tints was very striking. When the color changed to red, the contours of the object seemed indistinct and incandescent, but they became delineated again."**

"The object oscillated lightly from one part to another of its vertical axis like a top which is about to stop. At time intervals of about four seconds, a sort of brown smoke left the back of the object and immediately dissolved."

> **"It is difficult for me to estimate the dimensions of the object but it probably wasn't more than 15 meters."**

"Giving credence to the officer's report was the sighting made the same evening, 10:30 pm by two people at Zurich's Kloten Airport. When first spotted, the UFO was just a brilliant point of light above the airfield which then launched itself vertically at high speed, changing color as it zoomed aloft, turning from a white hue to a yellow, to a red, and then returning to white again. The speeding light emerged to the right but kept going until it was out of sight. Within minutes the UFO came into view once more, crossing the heavens at a tremendous velocity." dccxxxiii

Ukraine

ABC News | Incursion outside the village of Belokorovichi, Ukraine: On October 4, 1982, Retired Lt Colonel Vladimir Plantonev described a UFO incursion outside the village of Belokorovichi, Ukraine to *ABC News*.

David Ensor an ABC news correspondent shared; that Retired Lt Colonel Vladimir Plantonev had said: the UFOs; “looked like a flying saucer in the movies.”

The article also shares a report by Robert Hastings from “*Remarkable Reports From The Missile Field*” where the Lt Colonel described the nuclear missiles became “suddenly activated,” while the 900 meter in diameter object hovered over the missiles silo. [dccxxxiv]

“The story unfolds that the automated launch sequence was enabled - without proper authorization and proceeded to count down for 15 seconds, before aborting. The troubling issue with this missile was "it was pointed toward the United States!””

- Note 1: In a further update to the sighting, “the UFO was described as the following: the "UFO was a silent, disc-shaped craft; it had no portholes, its surface completely even. It made turns like an airplane would." What is more interesting in the Robert Hastings study is the fact that other Soviet missile events like this has happened on more than one occasion: "the activation and shut down of nuclear weapons" by these flying objects. I do not think weather inversions turn on and off nukes; people do, something has to trigger the event. By the way, if you have not figured this by now 900 meters is a little over half a mile-wide ship – that's a big ship!”

The United States

Creature seen by pilot in Navy jet flying out of Honolulu, Hawaii, USA: On August 6, 1954, Donald Keyhoe met with an informant named Stone. Drinking coffee in an all-night restaurant", the two men

discussed the latest UFO news. Stone remarked that he had heard from an airline pilot flying out of Honolulu that something queer had taken place on August 6, 1954.

“A rumor was making the rounds that a Navy jet pilot on patrol had "gone nuts," buzzing Waikiki and yelling over the radio to ground control. Authorities were supposed to have grounded the pilot and had the whole incident hushed up.”

“Keyhoe said he had also heard rumors, accounts about a strange craft and how a military jet pilot had gotten close enough to the UFO to see some creature.”

Stone, shocked, muttered a comment that would well describe the coming months of UFO activity: “These thing gets worse and worse. It's like a nightmare.”

St Hubert Air Base | Alaska: On April 12, 1959, a UFO appeared over St Hubert Air Base and seen by several hundred airport personnel and district residents. The Air Force spokesman said: “as far as we are concerned, it was a genuine unidentified flying object.” dccxxxv

Nuclear weapons storage area | Loring Air Force Base, Maine, USA: On October 27, 1975, Sergeant Danny K. Lewis witnessed a UFO circling the nuclear weapons storage area at Loring Air Force Base. The UFO came to within 300 yards of the facility and hovered 150 feet above the ground. Radar confirmed the UFO presence for 40 minutes. The UFO then moved forward to with five feet of the ground. Security personnel said the UFO appeared to look like a stretched-out football. The object was four car lengths long (approximately 60 feet). Then the UFO shut off its lights and took off. dccxxxvi

Near Scott Air Force Base, USA: On January 5, 2000, in small Illinois Townships near Scott Air Force Base police officers witnessed an unexplained craft near Lebanon, Millstadt, Shiloh. The object had the following characteristics: 1) The shaped was elongated, narrow triangle, 2) the size was 75 feet long and 40 feet wide, 3) it had no noise, 4) it was illuminated with bright white light. 5) The object moved but did not bank like a plane would (much like the triangles

mentioned in the Hudson Valley sightings), 6) the object rotated in mid-air remaining completely level, 7) when the object disappeared one person stated it was like a Millennium Falcon in Star Wars". 8) The UFO at one time was approximately 100 feet away from one witness hovering at 1,000 feet. dccxxxvii

For more on UFOs at military bases see
UFOs in U.S. AirSpace by John S Chace.

Chapter 14: UFO / UAP Pilots will engage Military Jets

“Immediately above the aircraft it suddenly stopped and stood still”

UFO AND F101 VOODOO ENGAGE

Chasing a military jet in a UFO must be one of the best jobs in the Universe for an extraterrestrial (ET) pilot. Think about it; man can build a jet plane to travel at Mach 6.7 (5,100 mph), while extraterrestrials in discs routinely reach Mach 16 and Mach 30. What can be more exciting for an Alien than zipping zip by our human-made aircraft as if it was standing still?

Furthermore, extraterrestrial UFO ships can stop in midair without decelerating and change direction without a turn. These ET pilots can hover next to a plane, circle a plane and make 90-degree angular turns. With these aerial and dynamic features, the disc or egg craft appear almost invincible to our military pilots. This chapter provides case evidence of such aerial encounters.

UFOs off the wing tip

F-82 | Japan: On February 1, 1951, an F-82 (twin mustang) aircraft from the 339th Fighter Squadron attached to the 6162 Air Base Wing, Johnson Air Force Base observed a UFO over Japan. The F-82 was cruising at an altitude of 6,000 feet when the pilot noticed an amber light at his eleven o'clock level. The F-82 turned left, and the light also turned left.

Through a series of three or four 360 degree turns to the left, the light appeared to remain off the left-wing tip, Suddenly the UFO changed to a position of two (2) o’clock high while the aircraft was still

turning left. At this time the F-82 was now at 8,000 feet. Immediately after the change in position of the light, the aircraft leveled off heading 180 degrees. Suddenly the UFO reversed course and headed towards the F-82, but very slowly and high as it was ascending vertically until the light became too small to see.

The pilot and radar observer of the F-82 stated that at all times the light appeared to have complete control of its movement. A check by the 6162 Air Base Wing indicated there was no other aircraft airborne in the area at the time. The Air Force concluded two causes of this sighting, the first was a "probable balloon," and the other was "unidentified." dccxxxviii

B-29 Bomber | Wonsan, North Korea: On January 29, 1952, around midnight, the crew of a B-29 observed a UFO while on a mission over Wonsan, North Korea. According to the '*Waco News-Tribune'*; it was just past midnight when "the rear gunner in the tail section observed a peculiar object. The UFO was round, and both airmen thought it was orange in color. Around the UFO's circumference seemed to be a series of small bluish flames like that of a gas stove."

The crew was unable to judge its distance; however, they believed it was near their bomber and appeared to be three feet in diameter. To both spotters, it seemed to be revolving. For a full five minutes, the UFO moved parallel to the plane and then it disappeared.

"When landing the plane, the two airmen reported the case to their squadron intelligence officer. As the officers were deemed steady and sensible, they submitted a report to headquarters".

"On the same night, a second B-29 and her crew over Sunchon, Korea at 20,000 feet also spotted a disc about midnight. In this case, the rear gunner and the fire control man saw a round object moving level with their aircraft. The observers said it appeared precisely where it was reported by the other crew; however, this crew believed the UFO was globular instead of disc-shaped. This object followed their plane for a minute or more." dccxxxix

Pilots viewing UFO at a distance

C-54 | Sea of Japan: On March 4, 1952, the pilot and crew of a C-54 aircraft of the 53rd Troop Carrier Squadron observed a UFO while over the Sea of Japan. The C-54 was returning to Ashiya Air Base at an altitude of 1,500 feet coming in for a landing when they saw the UFO. Lt. E. J. Weed (pilot) reported the object was oval in shape. The UFO was 100 feet in length and 50 feet thick.

"The alien craft was near twice the size of the C-54!"

The strange craft left a trail of 50 feet. According to the pilot the crew said the UFO was about 15 miles in the distance, at 10,000 feet on a horizontal plane. It was traveling at a terrific speed and gradually faded from sight. Lt. Weed also shared the UFO "was not a jet aircraft and that the entire crew was so transfixed on the sighting they almost forgot to land their plane". dccxl

Isle of Wight, England: According to author and researcher Jenny Randles; on August 30, 1956, RAF pilots in Javelin Jets out of Odiham Field spotted a 600-foot diameter disc in the skies between the Isle of Wight and the mainland.

RAF pilot Wilbur Wright was a flight lieutenant flying Javelin jets out of Odiham field on the south coast of England when the incident took place. Wright and his navigator named Wallington were flying over the Solent engaged in practicing intercepts with another fighter.

Wright states: “We were flying west in line astern before separating for an interception. The other Javelin was the target aircraft. We each turned through 45 degrees in different directions, flying courses at 90 degrees to each other.”

“We were using an airborne radar with a range of over 20 miles and a height indication. I was flying 627 north-west before turning southwest for an interception when I saw a disk-shaped object off my starboard wingtip.”

> **“It was ahead of me. My navigator obtained a radar return at 19 miles. So, I used my fingernail to get an estimate of the object's size. This led to a later calculation of the object's size having a diameter exceeding 600 feet.”**

Figure 25 - British Gloster Javelin Jet, courtesy of Ruth AS, dccxli

“We turned north toward the object on our right wing, but it had apparently slowed right down and was now maintaining its position. The other Javelin had now caught up with me and was about half a mile behind. The second pilot confirmed both the visual and air radar sighting.”

“We both banked steeply and confirmed the object was at 15 miles dead ahead on the radar. It appeared slightly larger in visual size. At full power, we then closed the distance to 10 miles on air radar, and the object was now clearly seen as a metallic gray in appearance.”

“I obtained a second size estimate using my little finger and the windscreen, and the diameter of this thing was exceeding 1,000 feet. At eight miles, the object suddenly climbed vertically too fast for our

radar to track, but I estimated its rate of climb at five miles per second. Soon after it vanished.” dccxlii

Chelyabinsk, Siberia: On December 24 or 25, 1989 around 3:30 pm the pilot, an experienced jet instructor, saw a dark gray, cigar-shaped object while flying a two-seat L-29 since engine jet airplane.

“The sighting lasted more than eight minutes with the object in direct view for over four minutes. Within hours he experienced a strange crust-like coating over the exposed portion of his face. This sensation continued over 11 days. There were no other air or ground witnesses or radar contact.”

“At an altitude of 8,150 meters, kuzman was descending at a 50-degree right- hand turn toward the north when he first sighted the object. "I saw the UFO at about 500 meters lower than my altitude. I kept flying about a 30-degree right banking turn continuing through a 360-degree clockwise turn."

> **“When I turned my plane away from the position of the object, I felt the presence of something or someone. It was a new and unpleasant experience for me. I felt uncomfortable when I was not looking at it.”**

“I saw no traces of smoke or anything else in the air surrounding the object. It looked platinum. It always remained horizontal. I radioed to the airport tower to find out if they saw anything in my area. They checked their radar and looked visually in its direction but saw nothing I didn’t report the object to them.” dccxliii

UFOs unusual performance capabilities

Airmen | Topcliffe, England: Keeping up journalist excellent informing their readers, the ‘*Amarillo Sunday News-Globe’* shared that on September 19th or 20th, 1952 during naval-air exercises (operation “Mainbrace”) British air pilots and ground crew reported a disc at Topcliffe in Northern England.

> **“The six airmen said the intruding object careened through the skies, changed course over the maneuver area, then it swooshed off at speed faster than a shooting star.”**

The UFO leisurely trailed a Royal Air Force meteor jet, drifting to one side and then the other as it followed the British plane. When the

jet changed course, the object followed.

> **“After a few seconds, it stopped its pendulum motion and started rotating on its axis. Then is made off at an incredible speed toward the west, turning southeast before disappearing”.**

“It didn't look like an optical illusion to his crew; it was silver, circular and solid. The article stated officers at the Pitreavie, Scotland were treating the sighting seriously, British air ministry in London pooh-pooed it.” dccxliv

Updated information on the case: According to Air Force Project Blue Book Chief, Captain Edward Ruppelt; “The day after the photos had been taken six RAF pilots flying a formation of jet fighters over the North Sea saw something coming from the direction of the Mainbrace fleet.”

> **“It was a shiny, spherical object, and they couldn't recognize it as anything "friendly," so they took off after it. However, in a minute or two they lost it.”**

“When they neared their base, one of the pilots looked back and saw that the UFO was now following him. He turned (his jet) but the UFO also turned, and again it outdistanced the Meteor in a matter of minutes.”

> **“Then on the third consecutive day, a UFO showed up near the fleet, this time over Topcliffe Aerodrome in England. A pilot in a Meteor was scrambled and managed to get his jet fairly close to the UFO, close enough to see that the object was "round, silvery, and white" and seemed to "rotate around its vertical axis and sort of wobble."** **dccxlv**

“However, before he could close in to get a perfect look, it was gone.”

C-47 | Stuttgart, Germany: On January 26, 1953, around 7:52 am, Lt. Col. Max O. Mitchell was flying north in a C-47 aircraft at 7,500 feet when he and the crew observed a UFO. He shared; “I sighted a very bright light passing in front of us at a slight 45-degree elevation above us from our left to right. I called Major Pearsall's attention to

the light, and we both watched it move to our right simultaneously remarking that the light as moving at an extremely high rate of speed."

"In a few seconds, it turned to the North (very high acceleration turns evidently) and then turned again in front of us climbing slightly until it was directly ahead of us again, where it seemed to linger. The light was judged at that time to be 8-10 miles ahead of us. Then the light made several violent maneuvers from just above the horizon to 15 degrees above the horizon., Then is paused for a few seconds, made several more maneuvers (as though in a dogfight) and then disappeared at a very high rate of speed to the North." dccxlvi

Tracking UFOs on radar

B-26 | Northern Japan: On December 20, 1952, around 7:30 pm the crew of a B-26 bomber reported a UFO to the Air Force Radar base in northern Japan. According to the news article the plane crew announced:

"We've just sighted a UFO, it looks like a cluster of lights-red, white and green." According to the article, radar men picked up the UFO. Then at "7:45, an F-94 pilot radioed in, reporting the same type of device. The call was overheard by Colonel Curtis Low, commander of a fighter escort wing in Japan." dccxlvii

P2V Neptune | Sea of Japan: On April 14, 1954, between 9:23-11:50 pm the radar crew aboard a Navy Pacific Fleet P2V Neptune picked up ten (10) UFOs on their scopes over the Sea of Japan. dccxlviii

UFOs circling military jets

F-94 | Newfoundland: On May 1, 1953, an F-94 was orbited by a UFO over Goose Bay, Newfoundland.

Pilots under "official secrets act" – share UFO case

July 1953 an RNZAF Sunderland flying boat had an encounter with a UFO. An officer who asked for his name to be kept confidential-said: "I'm still covered by the Official Secrets Act," but agreed to share his story as follows:

“We were flying at about 12,000 feet near Guam when this object appeared about 100 yards away. It didn't look like a flying saucer. It was more like a jet fighter except that it had no wings, no openings, and no markings.”

“I saw it for about 10 to 12 seconds until it put its nose up and moved off
about 4,000 mph. It was "out of sight in a few seconds.' He said the object was about 15 meters long and about four meters in diameter. When it first appeared, he thought it might be an American fighter 'coming up to have a look at us,' which often happened when they flew near U.S. bases.” However, on his second look, he saw the craft had no wings.

“There was no sign of windows or markings; no flashing lights; no nothing,' he said. 'It was gun-metal colored but not polished. The sun rose shortly after the object went into its climb and vanished.” **dccli**

UFOs making passes at military jets

B-29 Bomber | Atlantic Ocean: On August 22, 1950, a B-29 of the 373rd Reconnaissance Squadron, based at Bermuda was on a special weather mission out in the Atlantic when the plane's radar picked a strange target. The plane was at 10,000 feet traveling at 192 knots.

S/Sgt. William M. Shaffer turned on his Radar equipment, and he soon picked up a distinct and bright target. The target was traveling in the same direction at the same speed as the B-29 but 1,000 feet below the bomber. Sgt. Shaffer immediately informed the pilot of the contact. The pilot, in turn, instructed all crew members to be alerted for possible visual observation of the object.

Soon they spotted a UFO, it was in front of the bomber. According to the pilot, the UFO remained in the same relative position for several minutes. It then appeared to reduce its speed until it was overtaken and passed by the B-29.

“The radar scope showed the object to be approximately I mile off the left wing when passed. Once passed, the unidentified object seemed to assume a position in-trail of the B-29 for an approximate 5-minute period.”

“In the same gradual manner that the object had reduced speed and dropped behind, it then increased its speed sufficiently to overtake the B-29, passing to the right but keeping within a 1-mile radius. After drawing slightly ahead of the weather reconnaissance aircraft, the unidentified object seemed to begin a gradual turn to the right and then accelerated rapidly. At this time, Lt. Stockton made a 20 degree turn to his left to determine whether the target would follow. The target did not follow the weather aircraft but continued in its gradual turn to them until it disappeared from the scope. When last observed on the scope, the unidentified object was traveling at an estimated speed of 400 knots.” dcclii

Figure 26 - Illustration B-29 being followed by Disc

C-47 | Stuttgart, West Germany: On June 4, 1952, at 7:30 pm the pilot and copilot of a C-47 transport saw a circular object with white lights on the leading edge. One witness was a Lt. Colonel Whitman who was shortly after that assigned to the Directorate of Intelligence, Headquarters, United States Air Force.

UFO Historians and Researchers Dan Wilson and Weinstein share: “the object/light crossed in front of the C-47 aircraft at about 7,000 feet, about 2,000 feet higher than the C-47. The UFO was on a heading of approximately 270 degrees at speed as great or greater than a jet fighter at cruise. The object was estimated to be 1 to 2 miles west of the C-47, and at this time the UFO made a relatively tight turn of approximately 145 degrees. The pilot, Capt. Gerald M. Jones turned the aircraft to try and intercept the object.

The object approached rapidly. At this time Capt. Jones was able to observe the silhouette of the object. It appeared to be circular with white lights on the leading edge. At this point, the UFO made a sharp turn to the left on a heading of 270 degrees and disappeared under

the nose of the aircraft. The estimated total time the object was observed was not more than 3 minutes. dccliii

Norfolk, England: On November 19, 1953, at 9:17 am Royal Air Force Flight Lt. Robert Alston-Patterson was piloting an American-made B-29 on a flight out of Marham Field, Norfolk, England when he encountered a UFO.

The bomber was at 10,000 feet about 300 miles southwest of Iceland. Suddenly a long, cigar-shaped, object of a bright red color zoomed past. The UFO was at the same altitude as the B-29 and was in sight for about 10 seconds, crossing the pilot's field of vision at the 9, 10, and 11 o'clock positions.

"Lt. Alston-Patterson reported that the oblong object showed illuminated windows similar to a passenger, airliner but had no navigation lights and had flames shooting from its rear. The UFO moved at a phenomenal rate of speed. The message to the Americans from the British air base, Kindley Field, Bermuda, had the following statement from the base Intelligence Officer:

> **"Due to peculiar characteristics and the phenomenal speed it is believed the object could not be an aircraft, either conventional or jet."** **dccliv**

French Morocco: On March 5, 1954, around 1915 hours (7:15 pm) a KC-97 at 1500 feet ran into several UFOs over French Morocco. The crew was Captain G.E. Brown, 1st Lt. L.B. Gordon and 1st Lt. J.P. Glover of the 301st Air Refueling Squadron, 301st Bomb Wing at Nouasseur Air Depot. The report stated that beginning March 5 to 7, 1954, Pilots from three separate planes, a KC-97, a C-47, and C-54 reported UFOs making passes at their aircraft at various times. One radar station was able to confirm one object was "stationary."

> **The Air Force file, I reviewed for this case was not very clear. One fact found in the file states an unknown aircraft made passes on the C-54. Radar confirmed an object was in the area but did not move.**

On March 5th the pilot of the other plane mentioned his KC-97 was at 1,500 feet when he reported he had a near collision with two

unidentified objects.

The pilots reported they observed two (2) white lights to the right of their course at approximately the same altitude. Seeing only lights, they believed these objects to be two (2) unidentified aircraft in a formation. One lighted UFO was slightly lower than the other.

The same crew further stated that they turned away from the lights because the lights appeared to be approaching their aircraft on a collision course. This particular aircraft landed without further incident or observation. This aircraft then reportedly completed one (l) additional takeoff and landing without any other comments.

However, following the subsequent takeoff, and again, while on downwind leg, at the same altitude and heading, they observed two white lights approaching them from 180 degrees on a collision course. Neither Brown nor his crews could furnish any identifying information as to the size, shape or speed of the alleged unidentified aircraft/object.

Over several days from March 4 to March 12, pilots and ground crews reported seeing and tracking on radar additional UFOs over the French Morocco area. A Teletype report was sent to ATIC Wright Patterson Air Force Base (OH), ADC Ent Air Force Base (CO) and HQ U.S.A.F. (DC). The Air Force concluded that Flights 1918, 1938 and 1948 experienced flying objects that were "unidentified." dcclv

Ground Observers

Ground Observer | Tehran, Iran: On May 11, 1953, Lt Colonel Dayton C. Castro and his wife observed UFOs atop of their home in Tehran. Mrs. Castro initially saw the five objects overhead and called her husband. Colonel Castro shared:

“I was able to pick up the flight path of a bright metallic object headed in the course of 90 degrees, based in the height of the clouds; the object was above them, I would estimate the height at 20,000 feet or higher. It made no sound and left no rocket, jet or contrail.”

> **“From 13 years of active flying and observing aircraft, I would say the object was approximately 100 feet across. It reflected light from the right and left side alternatively at a frequency of about 30 times a minute.”**

“Its flight path was a very straight line, but this reflection of light seems to indicate an oscillation or rolling motion, with a fixed speed on this horizontal axis. I would estimate its speed at between 400 and 500 miles per hour.”

A Teletype report was completed by USAIRA Tehran and forwarded to Air Tech Intel Center Wright Patterson Air Force Base, Ohio. The Air Force concluded that the witnesses must have seen aircraft, though no proof aircraft had been reported in the area. dcclvi

Ground Observer | London, England: Mr. R.R. Russell of England submitted the following report: “I was watching an American B-47 bomber over Alexandra Park, London, recently when a luminous disc appeared over it.”

“It was at 10:15 pm on May 25, 1955 and I had with me a pair of 8x30 prismatic field glasses and a German field compass fully marked in degrees. I saw the B-47 traveling in a slow arc at about 30,000 feet and leaving four contrails, through my glasses, I could see the starboard, port, and taillights. The sky was almost dark except for a brilliant thin crescent moon which was on my right-! was facing west.”

“Just as I was putting away my glasses I noticed another single light coming in extremely fast from a south-westerly direction and what looked like 100 feet above the aircraft. At first, I thought this was a jet making an interception, but then I saw that the object was not like any form of aircraft.”

> **“It was a ball or disc, luminous and amber red. It was the size of a large pea held at arm's length, as seen from the ground, but clearly defined. It left no vapor trail, and I could hear no noise. Immediately above the aircraft it suddenly stopped and stood still. About five seconds later it. glided away swiftly to the left at a speed I would estimate at being around 250 to 300 mph.”**

“After covering two inches in the field of view, during which it was moving south-east, it instantaneously reversed on its tracks and moved the same distance to the north-west. Again, it remained stationary, for eight seconds, then shot away in the direction of 230

degrees at what I would say was well over 900 mph and disappeared. The B-47 was still cruising on an extended arc.” dcclvii

UFOs chasing fighter jets

This next case comes to us from the French UFO study group Cometa. My father was stationed at Lakenheath in the early 1960s. August 13 to 14, 1956 around 2255 hours (10:55 pm) radar detected an unidentified flying object was moving east to west over Lakenheath.

The UFO was tracked at speeds “between 2,000 to 4,000 miles per hour. At the same time, a military transport at 1,200 meters over neighboring base Bentwaters reported a bright light passed under their plane "at an incredible speed." Personnel at the Bentwaters control tower witnessed the same bright object moving at incredible speed at the same altitude.”

“Meanwhile at Lakenheath radar operators had detected a stationary object approximately 40 km southwest of the base in the axis of the trajectory of the supersonic object seen at 2255 hours. The radar technicians watched the object immediately go from immobility (hovering) to a speed between 600 to 950 km/h. This object then made several directional changes, described as line segments ranging from 13 to 30 km, separated by abrupt stops from 3 to 6 minutes each. What made this movement incredible was the speeds were always from a value of 0 km/h to 950 km/h without any transition.”

“After 30 to 45 minutes, the RAF decided to send a night fighter, a Venom two-seater, in pursuit of the object. Lakenheath air traffic control center guided the jet to the object now sitting at 10 km east of the center.”

“The pilot acquired his target then lost it. Lakenheath then directed the pilot to 16 km to the east of the center. The pilot then reacquired the target and said: "my machine guns are locked onto him," just a short time later he lost the target again.”

“This time the radar operators followed the object and informed the pilot the object had made a rapid movement and was now in the back of his jet and following him at a short distance. Radar operators confirmed the pilot then made several attempts to shake the pursuer

by steep climbs, dives and sustained turns but he did not succeed. Finally, low on fuel, the pilot returned to base." dcclviii

Jets hunting UFOs

Cigar Ship | England: On April 29, 1957, around 9:00 pm, a UFO was tracked by radar over England. The local papers and the 'Washington Post' informed the public that Royal Air Force javelin jets were scrambled from Odiham Base near Southampton to intercept the object.

The UFO / UAP accelerated over 900 miles an hour outdistancing the planes. The Air Force concluded that the cause of this sighting was an aircraft. The file indicates the UFO could have been a new French Mirage jet seen during testing. Air Ministry officials shared they believed the UFO to be the Mirage being tested. We have here another case that was not followed up as to the actual cause. The Air Force conclusion did not confirm French mirage was the real object seen. dcclix

Russian Air Command: On March 21, 1990, Russian Air Command launched two MIG jets to intercept a 100 to 200 Metre disc near a highway. Leonard H. Stringfield mentioned in his book "UFO Crash/ Retrievals:

> **The Inner Sanctum, Status Report VI"; that Dr. Marina Popovich attended a UFO symposium of nine countries meeting in Munich Germany. During this meeting, it was said by the Soviet Chief of Air Command, a Russian Major General that two MIG Jets were scrambled on March 21, 1990, to chase a 100 to 200-meter disk near a highway.**

It was apparent from the description, this was not of this world and could out-fly, out-pace any of the modern jets used at the time. dcclx

Note 1: In an updated Statement by General Igor Maltsev, Chief of Air Defense Forces concerning the incident on the Pereslavi-Zalesskiy Region on the night of March 21, 1990.

> **"It was one of the only cases of concrete proof of Radar, Visual**

and physical contact."

One of the planes was damaged by contact. The general also mentioned the radar was not that of U.S. Stealth planes. dcclxi

Note 2: In another update: Jacques Vallee in his book; "UFO Chronicles of the Soviet Union, A Cosmic SamizDat, provides General Igor Maltsev's comments on the pilot and radar report:

"the UFO hovered above the ground and then flew with speed
exceeding that of modern jet fighters by two or three times."

He then concluded: "At present, terrestrial machines could hardly have any such capabilities." dcclxii

Greek Air Force | Greece: On November 11, 2007, in an unsubstantiated case, the Greek Air Force launched two F-16s to chase a UFO around 3:20 am after three commercial jet crews all confirmed seeing the same object.

An official report was filed, and the recording between the first pilot commercial pilot and the airport control tower was released to the public. "Three separate airline crews (Olympic Airways flights 266, 730 and 700 all reported and observed the UFO perform fast maneuvers, change shapes, move erratically, then as the jets approached took off at incredible speed."

"The event was also first visually captured at the Radar Greek Air Force at the Parintha Mountain. Airport control tower employees at the Athens Airport Control tower also observed the object moving towards Karystos. The Greek Air Force confirmed the UFO was "large, of an unusual shape and very bright."

"The Greek Air Force asked the F-16's to take pictures. However, these have not released. As usual, the government came back with the statement the witnesses had seen the planet "Venus." dcclxiii

- Note 1: Venus appears to move with the rotation of the Earth. However, it does not shoot off into space when chased by military jets.
- Note 2: Three separate Airline crews observed the UFO execute the same erratic moves. Such erratic moved would not be considered the planet “Venus”.
- Note 3: Ground observers at the Greek Air Force radar station, the Athens Control tower in addition to the three airline crews should all be given an extended rest if they mistook the planet "Venus" for an erratically moving UFO.

Damage to Jets

MIG hit by UFO over Bucharest, Romania: On October 31, 2007, two non- translucid UFOs hit a MIG 21 Lancer fighter plane over Bucharest, Romania. Lt. Col. Nicolae Grigorie said a video recorded by cameras onboard the plane captured: “two solid bodies, which are not translucid.”

Lt. Col. Nicolae Grigorie shared: “They couldn't be birds because there are no birds in Europe able to fly so high. Moreover, they couldn't be ice bodies because it was a clear sky, neither could they be pieces of another plane or a meteor,” he said.

The Lt Col said the government has ruled out rocket launches and ground artillery fires as causes of the incident. dcclxiv

Passing over and under military Jets

Bentwaters, England: On August 13, 1956, at 9:55 pm a UFO passed under a C-47 at Bentwaters at 4,000 feet. Ground radar sets picked up the UFO traveling at 18,000 miles per hour as it passed over their station. Radar track provides height-finding data confirming extremely low altitude, roughly 2,000 ft, also estimated by ground visual observers. One of the observers, an S/Sgt at Central Tower, RAF Station Bentwaters, was tracking the object on his radar scopes. The Sgt said the UFO was spherical and the size of a pinhead held at arms-length. The UFO was amber in color, and then it turned to bluish white. He used binoculars to observe the object visually.

On the 13th, 12 to 15 objects were tracked by Bentwaters GCA between 9:30 and 9:55 pm. These UFOs were 14 miles northeast of

Bentwaters. One of the UFOs was several times larger than a B-36 due to the blip on the radar screen.

Figure 28 - Illustration of Discs returning to Mothership for retrieval

It was then the radar scope indicated the smaller objects converged on the large object as it remained stationary for 10 to 15 minutes, then it departed off the scope. The report shows three UFOs preceded the 12 to 15 objects in a triangular formation at 1,000 feet altitude. The entire fleet of UFOs covered a 6 to 7-mile area. The U.S. Air Force concluded Atmospheric Propagation caused the sighting. dcclxv

F-86D | Guam: On December 31, 1956, a UFO passed under an F-86D at Guam. The UFO came from the west, passed under the F-86, then turned and made a second pass over the F-86 jet. According to the Project 10073 record card the object suddenly disappeared, and the F-86 was unable to pursue the object. The UFO was said the be white in color, round and had blinking white lights. The Air Force concluded this object was "unidentified." No formal report was found in the file on this sighting. dcclxvi

UFOs diving at jets

F-84s | Granada: On September 4, 1957, four jet fighters (F-84's) from the Portuguese Air Force from Ota Air Base were approached by UFOs near Granada. According to the pilots they encountered a mothership that released three saucers. The three saucers dived at the jet fighters then disappeared. Captain L. Ferreira reported the incident to his commanders after reassuming formation and returning to base. The pilots were Captain Jose L Ferreira, Sergeant Alberto G. Covas, Sergeant Salvador A. Oliveira, and Sergeant Manuel N. Marcelino. dcclxvii

Near Collisions with UFOs

Navy Logistics Plane | Between Newfoundland and Iceland: On February 21, 1951, around 3:00 am Lt George Williams witnessed a

UFO while he was piloting a Navy Fleet Logistics Air Wing Plane. He shares the following story;

The Story

"We had taken off from Keflavik airport, Iceland heading toward Newfoundland....As we cruised along, I glanced idly about and noticed an unusually bright light through the clouds ahead. At first thinking it was a ship, I called the co-pilot forward, He was in the next compartment talking with other members of the crew."

"We along with others in the nine-man crew watched the light. The UFO rose up from beneath the clouds and approached us at a terrific closing rate. We froze in wonder. It veered to our port side and hovered momentarily as if to examine us. It then rose at an amazingly rapid rate and disappeared off our port quarter."

"The object was difficult to judge as far as size, but our general estimate was that it was a minimum of 200 feet in diameter (and probably larger). It was flat elliptical, or cigar-shaped by side view and seemed to be spewing a ring of red-orange exhaust all along the periphery." dcclxviii

B-29 Bomber | Antung Korea (now Dandong), China: On February 23, 1952, around 11:15 pm local Korean time, the crew of a B-29 at 22,000 feet observed a blue colored UFO approaching their bomber from the 7 o'clock position over Antung.

"The navigator witnessed the object and described the UFO as having a cylindrical shape with a rapidly pulsating gaseous type of exhaust trail. The exhaust trail was approximately three times the length of the object."

"When the UFO was first observed it was climbing at 45 degrees, however, it then leveled off at approximately 4,000 feet and turned toward the B-29 as if taking up an interception course."

"The object continued to close in on the B-29 at high velocity for approximately 15 seconds after which time it broke off the level flight and headed down, passing under the B-29 at a gradual angle."

“The navigator estimated that the UFO flew within 3,000 feet of the bomber. The UFO appeared to be the size of an automobile. The Air Force concluded the cause of this sighting was "unknown.” dcclxix

C-47 | Darmstadt, West Germany: On April 25, 1952, around 9:15 pm Captain Robert J. Wisnieski and Lt. Bartholomew was on a training mission when they encountered a UFO over Darmstadt, West Germany.

> **According to the pilots, a light suddenly appeared on a collision course with their plane. Captain Wisnieski took evasive action to save their lives and plane.**

He immediately contacted the Rhein-Main tower to explain the situation. The Tower contacted Frankfurt Airways that confirmed no other aircraft was in the vicinity. The Air Force concluded the pilots must have seen another aircraft. dcclxx

Sidi Slimane Air Base | French Morocco: On September 2, 1953, the crew from a U.S.A.F. C-47 encountered an unusually bright white light during a flight over French Morocco near Sidi Slimane Air Base. This case is compelling in that this Air Base had been just built two years earlier (1951) by the Strategic Air Command (SAC) as a forward deployment base for the 324th Fighter-Interceptor Squadron. This air base came equipped with F-86D Sabre's (SAC 5th Air Division) as well as the B-47 Stratojet and B-36 Peacemaker bombers. The UFO:

- appeared larger than an ordinary aircraft navigation light;
- emitted no sound;
- was about 4,000 feet above the C-47.

The UFO proceeded at breakneck speed toward the C-47 on a collision course. It then leveled off with the C-47 and executed a 180-degree turn while descending at high speed. During the object's second 180-degree turn it dropped 700 feet. During this descent, the UFO decreased speed.

The UFO then made a 90-degree turn toward the main highway that parallels Sidi Slimane Air Base at which point it appeared

stationary.

The pilot of the C-47 flew the plane in a circle keeping the UFO in sight for three more minutes. Air Traffic control confirmed no aircraft were in the area.

A Teletype message was sent to the Commanders at ADC Ent Air Force Base (CO), SAC Offutt Air Force Base Air Force Base (NE) and U.S.A.F.E. Wiesbaden, Germany. The Air Force concluded the case should be labeled "unidentified."[dcclxxi]

Updated information on the case: On September 2, 1953, At the Sidi Slimane Air Base, French Morocco, on September 2nd, the crew of an American C-47 encountered a UFO during a training flight.

“The object was first sighted by the co-pilot at 2114 hours (9:14 pm) which was called to the attention of the pilot. The light was first observed at an estimated altitude of about 4,000 feet above the C-47. The object's rate of closure was high-speed and followed a near collision course with the C-47.”

> **“The approaching object, when level with the C-47, executed a 180-degree descending turn. Turning the second 180-degree tum, the object descended to 700 feet or below.”**

“While descending, the object decreased in speed, then made a 90-degree turn toward the main highway that parallels Sidi Slimane Air Base at which point it appeared stationary. The light then disappeared.”

“The observers flew the C-47 in a 360-degree circle to continue observation of the object. The light could be sighted at all times by the observers and was seen for approximately three minutes. The C-47's speed was 140 mph at an altitude of 6,000 feet. The nearest point at which the object was observed was between one-quarter and one-half mile distance, while the maximum distance of observation was approximately eight miles. Visibility during sighting was 20 miles plus. The sky was clear with no moon. Winds were calm.”

> **“Sidi Slimane Control Tower was contacted when the object was first sighted and reported no aircraft in the vicinity.”**

“Air Traffic Control at Casablanca, French Morocco, was contacted and reported no aircraft in the area except two naval

aircraft in the vicinity of Port Lyautey, approximately 25 miles from Sidi Slimane Air Base. The aircrew of the C-47 previously observed the naval aircraft on their flight to Sidi Slimane Air Base." dcclxxii

Nouasseur AFB | French Morocco: An official USAF report shares that on March 5, 1954, at three different times, several crews on different airplanes encountered a UFO making passes at their planes in the traffic patterns over French Morocco. These near-miss passes were confirmed by the crews of a USAF KC-97 aerial tanker planes and a C-54 transport. Both crews reported the two lights on the UFO looked like landing lights (very bright).

> **The UFO appeared at 1,500 feet altitude at several times around 1918, 1938 and 1949 hours (7:18, 7:38 and 7:49 pm). The sightings continued at 2010, 2155, 2223, 2243, etc. Each time the UFO appeared at 2 miles from the aircraft, then approached.**

A Teletype message went to the Air Technical Intelligence Center at Wright Patterson Air Force Base (OH), the ADC ENT Air Force Base (CO); and HQ USAF Washington (DC). The Air Force made several conclusions: "a probable ground reflection," insufficient data for analysis and unidentified." dcclxxiii

Gloster 8 jet fighter | Essex, England: On October 14, 1954, around 4:15 pm while RAF jets were flying near North Weald, Essex Scotland, pilots reported seeing two disc-shaped UFOs at 20,000 feet. Pilot Lieut. J.R. Saladin witnessed two discs and when turning back to his controls noted a third disc heading straight toward his jet. The UFO Investigator informs us.'

> **"He described the object as two saucers inverted upon the other. The UFO had a dome-shaped top and a smaller round projection beneath and appeared to be made out of a type of gleaming metal. Then at the last moment, the object flipped to one side, avoiding a collision."**

The same report indicates the visual and radar tracking of a UFO over southwest Scotland on April 4th. Three Air Ministry radar operators clocked the disc at a tremendous speed flying at 60,000

feet. The object then dropped to 14,000 feet, made two sudden tight turns and vanished.

Wing Commander W. P. Whitworth of the Royal Air Force and the Air Ministry confirmed the incident.

The object was said to be a solid object, and no mistake had been made in its tracking. The object appeared near Lucy Bay where it was tracked. dcclxxiv

Updated information on the case: First Lt J.R. Salandin for the Royal Auxiliary Air Force in a meteor jet left North Weald, Essex. While at 16,000 feet he witnesses two circular objects approaching two other meteor jets in the opposite direction. According to Salandin, one UFO was silver while the other was gold. "When he turned to look through the windscreen he was horrified to see another object coming straight for him."

> **"As it closed in the object changed directions and passed Salandin on his port side. It was traveling at tremendous speed." He said: "I was so shaken, I had to fly around quietly for about ten minutes to recover." He then contacted control what has happened. He added, he failed to press his gun camera button.** **dcclxxv**

RAF Pilot | Gaydon, Warwickshire, England: On October 21, 1957, at 9:18 pm a meteor fighter had a near collision with a UFO over England. According to the Air Ministry Officer D. W. Sweeney flying a meteor at 28,000 feet almost collided with an object that was moving slowly.

> **"Sweeney confirmed he had to take evasive action to avoid a collision. The pilot then maneuvered the plane to approach the object from the starboard side. As he closed in the lights when out and the object vanished."**

"He estimated this encounter happened directly over Gaydon where Atom-Bomber crews train in Valiants. A radar report from RAF Station Langtoft confirmed that the UFO was at 28,000 feet over Gaydon." The Air Force could not come to a decision based on "insufficient data for evaluation." dcclxxvi

Pacing military planes

F-84’s | Northern Japan: On March 29, 1952, two pilots in F-84's over northern Japan near the Russian Siberia area observed a UFO. According to the Reno Evening Gazette; “The pilot following the lead jet saw an eight-inch diameter, very thin, round chromium colored disc approached the lead plane, hovered near the F-84 for a few moments then departed. The observer was 30 to 50 feet from the object, which left no contrail or exhaust trails.” The Air Force, as usual, concluded the pilot must have seen a “meteor” dcclxxviii

AT-6 trainer | 20 miles N of Misawa AFB, Japan: On March 29, 1952, at 11:00 am Lt. David C. Brigham, the pilot of an AT-6 trainer, saw a small, very thin, shiny metallic disc fly alongside the AT-6, then make a pass at an F-84 jet fighter, flip on edge, flutter 20 ft from the F-84's fuselage and flip in the slipstream. dcclxxix

Meteor Jet | Dishforth Aerodrome, Yorkshire, England: On September 19, 1952, around 10:53 am a meteor jet, and its crew witnessed a UFO. According to Aime Michel in his book: "The Truth About Flying Saucers” the pilot shared his experience:

> **“It was “10:53.” the Meteor was coming down from about 5,000 feet. The sky was clear, visibility perfect. The meteor was crossing the airfield from east to west when suddenly I noticed a white object in the sky. It was round and silvery and circular and seemed to be following the Meteor at about two miles distance at speed less than that of the aircraft but on the same course, though a little above it.”**

“What on earth is that?’ I shouted. My friends looked up to where I was pointing. One of them said might be the metal cone capping of the Meteor's engine which had come off, while another thought it was just a parachute, but while we were still watching the disc, we saw it reduce speed for some seconds and then begin to come down. As it lost height, it began to flutter like a leaf or, if you prefer, oscillate like a pendulum.”

> **“The Meteor swerved to circle the airfield before landing. The object began to follow it but stopped dead after a few seconds. It seemed to remain suspended in the air, revolving like a top. Suddenly it took off, accelerated and**

flew off westwards at a terrific speed before changing course and disappearing southeast. The whole thing lasted for about twenty seconds."

"While still in sight it seemed to change shape and become elliptical. During the short time, it was revolving while stationary; we could see it shining in the sun. It then seemed to me about the same size as a pursuit plane at the same altitude."

"We are all certain that there could be no question of a balloon, or an optical illusion, or an effect produced by the Meteor's jets. It was a solid object. I have never seen anything like that in the sky in all my life." [dcclxxxi]

C-47 | Between Stuttgart and Rhein-Main Air Base, Germany: On January 28, 1953, around 8:20 pm 1st Lt. Marlowe B. Sorge, in a C-47, was returning to Rhein Main AFB, Germany, from the vicinity of Stuttgart, Germany when he witnessed a UFO.

"Sorge noticed a light ahead and slightly to the right of his aircraft. The light was bright white with green around the edge. The light appeared to be traveling the same heading (300 degrees) as the aircraft and at approximately the same speed."

"It appeared to be at a distance of about 3 to 5 miles and the same altitude as the aircraft. The light drifted to the right a distance estimated to be 1/2 mile and then returned to its original position. It also dived approximately 1000 feet at about a 75- degree angle and then climbed perpendicularly to its original position." [dcclxxxii]

B-26 Bomber | Pampulha airport, Brazil: On July 14, 1959, from 7:00 pm to 8:25 pm a B-26 was paced for one hour by a UFO. The 'UFO-Critical Bulletin' shares the following case: "On July 14, 1959, at about 8:25 p.m. the tower controller at the airport of Pampulha saw a light hovering in the sky, azimuth 270 degrees. To be sure it wasn't a balloon, he phoned the Meteorological Institute, which answered that no balloons were up. Then he radioed to the commander of a military plane who was asking permission to land."

"Please make a 180-degree turn, and then put the nose of your plane at 270 degrees. Please confirm or disconfirm the appearance of a luminous object on that course. The commander, an officer,

piloting a Brazilian Air Force B-26 north toward his base at Natal, immediately did what was requested. Then he landed quickly and confirmed the sighting."

"The controller was disappointed that he had landed so promptly. Taking a signal pistol, the controller aimed in the direction of the light and gave intermittent signals in green, yellow and red."

"Just at that moment, the UFO began to change color from amber to intense green then back to its original white. Then it darted up and disappeared in the darkness of the night. This startled the controller even more, and he decided to phone the pilot who was already in the canteen. He told the pilot he was surprised by his indifference about the strange phenomenon, and his avoidance of a closer investigation."

"The officer replied that he didn't want to get closer to the UFO, but on the contrary, he wanted to escape from the aerial object which had followed his plane for almost an hour from the vicinity of Pico do Couto." dcclxxxiii

Royal New Zealand Air Force Plane | Okahea, New Zealand: On March 26, 1963, Flight Officer Hosie had not long left base on a cross-country training flight, north of Okahea when he had an encounter with a UFO. "Just as Flight Officer Hosie's aircraft was approaching operational altitude of 20,000 feet at heading 060 true in clear sky conditions, speed 380 to 400 knots ground speed, he spotted a rapidly flashing light ahead of him at 10 o'clock. The flashing light was immediately mistaken for another aircraft at an altitude slightly above Hosie's aircraft, moving at approximately the same speed. Had Hosie maintained his present heading, the flashing light would have crossed in front of the aircraft from left to right. The flashing light appeared to be on a near easterly heading."

"Flight Officer Hosie was immediately disturbed by the presence of another suspect aircraft in an area well clear of normal air routes (civil), and no other Canberras should have been present."

"The pilot therefore immediately contacted Ohakea Tower flight control, who acknowledged there were no other aircraft in the area. Flight control then double- checked with Wellington (80 miles south of

Ohakea, civil and military flight control center) and they confirmed that no known aircraft was in the area. (No private planes can operate at this height in New Zealand)."

"Flight Officer Hosie noted that the bright flashing light emitted two flashes per second, and although he had the 'unknown' under observation for a full minute, it maintained its brilliance. The light passed between his aircraft and the background of a cloud." dcclxxxiv

C-130 Turboprop | Antarctic: The next case comes to us from NICAP.org.

The full report by Richard F. Haines and Dominique F. Weinstein is at Nicap.org

Go to: http://www.narcap.org/reports/emcarm.htm.

Below is an abridged version;

On April 20, 1964, six members of a US Coast Guard aircraft sighted a V formation of nine objects glowing white and flying at an estimated 35,000 feet altitude over the Antarctic. Researcher and scientist Dr. Richard Haines shares some of the following facts: The C-130 and its crew "were flying from McMurdo Naval Base with supplies" when they spotted a UFO.

> **"The right-side observer first sighted the objects approaching at about 400 knots from above and to their right side. When they (the UFOs) came abreast of the airplane, they slowed down to the planes speed."**

After a "short time" they flew above the airplane and took up position above and to their left side. The pilot attempted to radio the ground but the radio was dead, and their radar also stopped working. When the pilot tried to switch to auxiliary power it too was not functioning."

Figure 30 -Illustration of C130 observing 9 UFOs in a formation, dcclxxxv

“At one point the airplane’s engines stopped (the oil began to congeal in the very cold air). Instead of losing altitude it maintained "a steady altitude and course.”

“The airplane allegedly continued flying in complete silence! Then it entered a "strange haze" (likened to a white-out) with air filled with static electricity. There was electrical arcing from one's body to metal inside the fuselage. The haze vanished after about 20 minutes.”

“The power suddenly returned, and the crew was able to restart the engines in sequence. The airplane had covered a distance of 265 nautical miles during the 45-50-minute period while traveling at from an indicated airspeed of from 160-190 knots.” **dcclxxxvi**

U.S. Marine Jet | Vietnam: On August 23, 1966, a marine pilot flying 30 nautical miles from Da Nang observed an unidentified flying object shaped like a sausage having lights running along the side.

“The UFO, described as oblong in shape, was on a head-on collision course with the jet. After zooming past the plane, it turned 180 degrees and flew parallel to the aircraft for about three minutes.”

“The pilot then confirmed stated the UFO suddenly veered north and vanished. The facts of this case were gathered and then forwarded by Colonel H. N. Sloan, U.S.A.F., AFSC Liaison Office, SEA. The Air Force could not conclude due to “insufficient data for evaluation.”

By now we know why the Air Force labeled the case as insufficient data because it was under orders from the Pentagon to do so on all unexplained/unknown objects. A cylinder-shaped object would be considered a matter of national security because it was "unidentified flying object." dcclxxxviii

Cuban Air Force Jets destroyed by UFO: This next case comes to us from the International UFO Reporter. In March of 1967, the specialist was at Detachment A of the squadron, located at Key West Naval Station on Boca Chica Key, Florida, 97 miles away from the Cuban coastline. Several such squadrons are scattered geographically to enable direction-finding equipment to locate fixed or

mobile land-based radar sites and communication centers and to plot aircraft movements via their flight transmissions as a safeguard against attack.

“The Spanish-speaking intercept operators heard Cuban air defense radar controllers report a UFO approaching the island from the northeast. Once the UFO entered Cuban airspace (660 mph at 33,000 feet), two MiG-21 jet fighters were scrambled to meet it.

Guided by ground radar to within three miles of the "bogey," the pilots could visually resolve it as a bright metallic sphere with no markings or appendages. Radio contact attempts proved fruitless, so the flight leader was ordered by Cuban Air Defense Headquarters to destroy the object.”

> **“The leader reported that his radar was locked on the UFO and his missiles were armed. Within seconds, the wingman screamed to the ground controllers that the flight leader's jet had exploded.”**

“Regaining his composure, he reported there was no smoke or flame, that his leader's MiG-21 had disintegrated. The Cuban radar operators watched the UFO rapidly accelerate and climb to above 100,000 feet. It was later tracked heading south-southeast toward South America.”

The AFSS unit was under NSA (National Security Agency) operational control, so an Intelligence Spot Report was sent to NSA, a standard practice in cases of aircraft losses by hostile nations. When the 6947th's Detachment A did not receive the mandatory receipt for its dispatch, it sent another report. This time, they received orders to ship all tapes and pertinent data to NSA. They were also told to list the cause of the aircraft's destruction in their files as "equipment malfunction." dcclxxxix

Spanish Air Force Jet Trainer | Extremadura Province, Spain: On June 9, 1967, a Spanish Air Force jet trainer flying at 1,200 meters altitude encountered an unidentified object that played "cat and mouse" with the plane. The object speeded up and slowed down and moved above and below the T-33. The aircraft's radio emitted static and ceased to function (EM effects) when the object was close to the

plane. The object finally disappeared climbing vertically at high speed. dccxc

Between Logrono and Moncayo Mountains, Spain: On November 4, 1970, between 11:15 am and 11:45 am two Spanish Air Force North American F-86F Sabre fighters of the 102 Air Defense Squadron engaged an egg-shaped UFO over airspace near Logrono, Spain.

The Spanish Air Force was conducting a joint exercise with the U.S. Air Force between Logrono and Moncayo Mountains, Spain. The purpose of the exercise was to make runs on the others planes.

The Radar station detected an echo on the screen; the Spanish F-86 jets roared upwards thinking the object was an American F-4 Phantom fighter. The two F-86 jets roared toward the mystery object to carry out a simulated battle when they noticed the UFO was coming at them.

"The two fighter's pilots decided to split and to come up from behind the object. The fighter plane was now at 11,000 meters in altitude and traveling at 1,000 kilometers per hour when they saw the egg-shaped craft. They took a turn expecting to come up on the eggs craft rear when they suddenly found the egg craft executed its maneuvers."

> **"The egg ship was traveling at excessive speed began circling both F-86s and took up a position behind the F-86 jets. The pilots in the F-86 jets tried to maneuver away from the egg. However, the craft matched their moves and remained behind the planes."**

"According to the pilots, the object was under control, and it moved as those it was utterly familiar with the techniques of aerial combat. Running low on fuel, the pilots returned to base." dccxci

Between Talavera La Real and Getafe, Spain: In 1971 between 3:00 and 3:15 pm three (3) F-104 Starfighters and a T-33 A Shooting star were performing exercises over Spain when a UFO appeared.

Figure 31 - F-104 “Starfighter”, dccxcii

The two pilots in a T-33A shooting star trainer were at 4,500 meters and doing 600 kilometers per hour when they noticed a bright mass 100 meters from their port wing. The UFO was emitting a brilliant luminosity. The UFO adjusted its speed to the T- 33A for the port side and flew parallel with them. Then the pilots contacted Torrejon Base, and the three F-104G fighters raced toward an intercept course. However, before the F-104s appeared the UFO took off at an unimaginable speed. dccxciii

Portuguese Air Force, Tancos, Portugal: On June 17, 1977, Jose Francisco Rodrigues, a military pilot of the 3lst Squadron of the Portuguese Air Force, was in his Dornier-27 when he had an encounter with a UFO. The International UFO Reporter shares his account: “The weather was terrible, with intermittent rain and a cloud ceiling of fewer than 3000 feet. Visibility was about five miles. While selecting the point at which to enter the clouds, he suddenly had a glimpse of something dark contrasting with the whitish mass of the stratocumulus. It was located slightly to the right of the line of flight of the plane.”

“Sgt. Rodrigues first thought that it could be a cargo plane also flying on instruments and that the dark area was the radar nose. However, when he realized that a radar's nose would be much smaller than what he had seen. Rodrigues dismissed the idea. Starting with a left bank, he asked the control tower if there was other traffic in the area; the response was negative.”

> **“As he completed a 315-degree turn to the left, however, the unknown object suddenly appeared at 11 o'clock and, in the words of Sgt. Rodrigues, “no more than six meters [about 20 feet away].” The duration of this sighting was three seconds, while the time elapsed since the first glimpse was about 40 seconds.”**

“The object was black, and the clouds partially concealed its upper part. The lower part had perhaps four or five yellow-white panels, similar to windows, although the witness asserts they were not transparent. The diameter of the object was between 13 and 15 meters (42-50 feet). Rodrigues believes that initially, the UFO was motionless and that then it suddenly accelerated and departed.”

“Sgt. Rodrigues' attention was instantly diverted from the object as his plane started to vibrate vigorously and began an uncontrolled fall. The pilot found himself fighting for his life. Trying to regain control, he pushed the controls forward to no avail, as the plane speed increased first to 140 knots, then to 180 knots, with the ground approaching rapidly. Panicking, Rodrigues continued to attempt to regain control of the plane. He finally did so when practically "touching the treetops."

“During the incident, the pilot noticed the directional electric gyroscope was rotating wildly. While returning to base, Rodrigues observed it was now inverted, i.e., had a deviation of 180 degrees with respect to the magnetic compass, an anomaly that did not exist at the beginning of the flight.”

“The Portuguese pilot is quite sure about what he saw and very definite in that it was not an "aeronautical artifact" such as a plane or a helicopter. He had never seen an object of that kind.”

“The controller that day was Sgt. Jose Vicente Saldanha, also a pilot with 200 hours' experience. He was in radio contact with the plane and confirms that Sgt. Rodrigues inquired about other traffic and that about a minute later he uttered a loud shout, an exclamation coinciding with his view of the object and his loss of control of the plane. The base-- which has no radar – is about five or six kilometers from the dam where the incident took place, but not in the line of sight due to hills. On that particular day, the low cloud ceiling further restricted visibility.” dccxciv

Spanish Airspace over the Island of Ibiza: On November 11, 1979, at 9:47 pm the plane was en route from Salzburg, Austria to Tenerife in the Canary Islands. Spanish TAE airline company. The Pilot was Captain Javier Lerdo Tejada. On the ground 15 air traffic controllers

at Valencia airport, including the director. Two large red lights separated by a fixed distance as if they were attached to a single (unseen) body.

> **“When the lights came close to the plane, the pilot estimated that the overall UFO was much larger than a jumbo jet.”**

The ‘International UFO reporter’ tells us;

> **“The UFO was seen coming straight toward the plane from a distance of 10 miles. The pilot nervously asked the controllers, "is there anyone else in the area? He was informed there was not. Then he asked to climb to 29,000 feet as the UFO was following him. It traveled around him and paced the plane.”**

“After climbing 5,000 feet at the maximum safe velocity, the pilot was amazed to see the UFO pulling ahead of him again at three times his speed. Then it maneuvered all over the plane behind it, alongside it and above it, coming as close as an estimated 500 feet. "What is happening, "the pilot asked fearfully; the controllers replied, "do you want a fighter escort?" "Yes, yes, please. It is impossible, this situation.”

> **“Warning the passengers to fasten their seatbelts, Tejada took evasive action by putting the plane into a steep, 14,000-foot plunge. Within a second, the UFO was on the plane’s tail. Later, the pilot would assert that sophisticated, long-range Pegasus range radar systems in Madrid observed two targets descending 12,000 feet in 30 seconds after the jet... “something no plane I know can do."**

“Tejada swung the plane to the right and was surprised to see the UFO dance around him. The lights ascended and descended what appeared to be thousands of feet in seconds. The UFO seen visually executed incredible sharp turns, disappeared on the planes right and reappeared on the left. Again, the pilot dropped the plane from 15,000 feet to 5,000 feet; It was here they lost sight of the intense red lights about 30 miles from Valencia at 10:08 pm.”

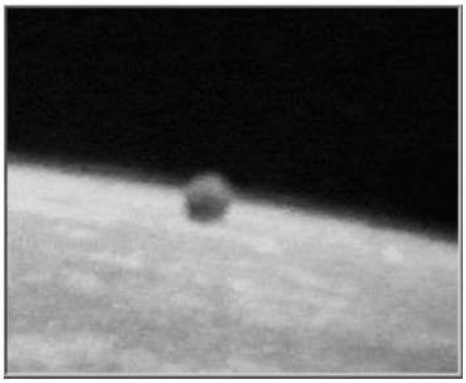
- “The control tower in Barcelona said 15 workers witnessed four UFOs in the area on the radar before the Caravelle Jet appeared.”;
- “The Spanish Air Defense Command at Los Llanos (Albacete province) then launched an F-1 Mirage interceptor sometime around 10:15 pm.”;
- “Most accounts have the interceptor return to base after only ten minutes; another account quotes Captain Tejada saying it returned after one hour and ten minutes. The pilot supposedly took photographs while in the air, but these are restricted to the secret military inquiry.”;
- “Reportedly, several citizens in the Valencia area also reported seeing similar UFOs, and one newspaper ran a picture taken from the ground.” dccxcv

If you are interested in Canadian other UFO encounters with military and commercial planes:

go to
http://noufors.com/Additional_Pilot_UFO_Sightings.html

Chapter 15: UFOs are piloted by Humanoid crews

“Inside the craft was another man seated before an instrument panel”



ANOMALY FILMED DURING NASA SATELLITE LAUNCH APRIL 1991

SHUTTLE FLIGHT STS 37

UFOs are either manually piloted or remotely controlled from a mother ship. The smaller ships launched from motherships conduct monitoring exercises of earth and its people.

In this chapter, we discuss cases in which extraterrestrial pilots and crew leave their ships to gather materials or meet humans.

From my research, France and Italy appears to have more visitors than Britian and the United States.

We are not sure why Europe has a larger frequency of alien visitation than the United States. One factor may be Americans are less likely to report such encounters for fear of ridicule and embarrassment.

If you want to read more on Humanoid Crewmembers, there are several sources:

- The Magonia Database, A Century of UFO Landings (1868-1968), compiled by Jacques Vallee;
- Flying Saucer Review. 1964, January-February, Vol 10, No: 1 Page 7-9. You can find the versions of FSR at:

Go to: http://www .fsr.org.uk/ArchiveCD.htm

The following stories tell us many things about these Visitors:

- Some extraterrestrial beings look like us (could pass for human), while others though humanoid in form, do not appear from earth;
- A few of the alien species have learned to speak our languages (e.g.; English, German, and Russian) while others are unintelligible;
- Some species appear harmless to man (friendly) while others are hostile or aggressive in nature (e.g., the smaller aliens);
- In most, if not all cases, the aliens usually make sure they are protected from human over-reactions. Some are known to use “stun guns” to paralyze humans;
- Most extraterrestrials wear some sort of suits for atmospheric differences in oxygen levels. Some of the European witnesses use the terms “overalls, coveralls, diving suits” to mean “space suits”. These suits are usually silver, black and yellow in color.

Africa

Humanoid with helmet | South Africa: On March 13, 1983, around 10:30 pm Fred White was fishing at Richards Bay, South Africa when he witnesses a flying disc. The disc whisked into the area with a high-pitched sound and descended 15 meters from the observer. According to Mr. White, the disc was 30 meters in diameter had several portholes and looked like two plates glued together.

“Through several oval portholes, he could see the light inside. A man with a fair complexion, wearing a metallic helmet, looked at the witness. He wore a sky-blue, one-piece coverall with no visible buttons or fasteners and gloves made of shiny mesh.”

“During the encounter, there was interference on his radio.” The craft remained for six minutes and then departed. dccxcvi

Argentina

Working on inside of ship | Argentina: On March 18, 1950, at 6:30 pm an Argentine rancher, Wilfreda H. Arevab, saw a disc land, while

a second craft hovered above. According to Charles Bowen's book: "*The humanoids";* Arevab got to a distance of 150 meters from the landed disc, which was giving off a greenish-blue vapor and 'an intense smell of burning benzine. The UFO appeared to be of a phosphorescent metal like aluminum."

> **"Above the disc, a large flat part was revolving, 'like a gramophone record.' In the center, the disc had a cabin of very transparent 'glass' through which he could see 'four tall, well-shaped men, dressed in something like cellophane,' working at various instruments. The pallor of their faces particularly struck him."**

"On seeing him, the men shone a searchlight at him, a blue light lit up the craft, there was an increase of the vapor, and flames, reddish and greenish, shot out from the base. The craft then rose with a faint hum and both machines vanished over the Chilean frontier, leaving bluish trails. "Searching the area next day, Arevalo and his cowhands found the grass burnt and advised the Argentine Air Force and the Buenos Aires paper *"La Razon"*, which reported later the names of various other people who had seen the similar craft in the same area at the same time." The U.S. Air Force concluded the object was "unidentified." dccxcvii

Woman sees robots enter spaceship | Argentina: On May 24, 1962, an Argentine government broadcast said a rancher and his wife saw the UFO. The UFO Investigator informs us the woman, who had a closer view, said two robot-like figures emerged from the machine. Noting they were observed, they re-entered and quickly took off. An Argentine Air Force officer said experts confirmed that the ground was scorched in an 18-foot circle. dccxcviii

One further report states the woman was hospitalized after the sighting. The date of the sighting was believed to be May 22nd.

Chalac, Argentina: On February 21, 1965, at 9:00 pm about 50 Toba Indians, including police officers, saw three little men emerge from an object that had made several low passes over the village with other flying craft. A photographer took several pictures and noted that the creatures feared the light from his flash camera. The UFO increased in luminosity as it took off. dccxcix

Quilmes, Argentina: On July 20, 1965, at 8:00 am R. Pereyra was driving near Monte de los Curas when he saw a parachutelike object land. Going near, he observed a chromium-looking, egg-shaped craft standing on metal legs, with a transparent upper part.

> **"A blond-haired pilot, wearing plastic coveralls and small boots, seemed to study a piece of paper. Inside the craft was another man seated before an instrument panel. Shortly after that, the object took off."** **dccc**

Apostoles, Argentina: On August 23, 1965, at 1:00 am Casimiro Zuk was riding his bicycle near a railroad crossing when he saw a luminous object above him that circled, then landed near the tracks. It was round, 5 meters in diameter, and 2.5 meters high. A door opened, and a man dressed like a pilot emerged, walked around, and reentered the object, which flew off in a spiral. dccci

Daughter left unconscious | Argentina: In June 1968 just past midnight, Pedro Pretzel observed a strange object with red lights, 50 meters away on road 20 at Carlos Paz, Argentina. He returned to his room and found his daughter unconscious. When she came to, she said that a blond man, 2 meters tall, wearing a blue, bright suit, and holding a pale-blue sphere in his hand, had appeared and spoken to her. dcccii

Nine-foot Humanoids | near Ricardone Argentina: On July 1, 1968, around 4:00 am, Mr. Raul Salcedo was returning home when he met two tall humanoids near Ricardone. The humanoids were 3 meters tall (9 feet), and Raul felt some force drawing him towards the extraterrestrials. According to the story he felt momentarily paralyzed but was able to break free and run home. dccciii

Dogs bark at Humanoid | Argentina: This next story comes to us from NICAP. On August 12, 1968, at 8:00 pm a woman staying by herself at a house on the outskirts of Mercedes Argentina heard a buzzing sound, and her dogs began barking.

"When the woman looked out, she saw a brightly lit object giving off bright flashes of light, sitting on the ground. Smaller lighted objects emerged from the UFO and hovered above the treetops."

> **"At one point one of the glowing objects silently approached the house. The witness then saw the second**

object on the ground from which the figure of a man wearing a brilliant silvery outfit was seen to emerge."

"Suddenly there was a bright reddish blue flash, and the whole scene disappeared. The next day several ground traces were found in the same area where the objects were seen." dccciv

Australia

Humanoids are seen in the window of Oval craft: On May 30, 1954; East Malvern, Victoria, Australia around 12:25 am five men and a woman on the doorstep of a house watched an orange, oval-shaped UFO appear in the sky at close range. The UFO maneuvered in a downward curve and then pulled up. A cloud of yellow smoke and flame was seen at the rear. Three of the witnesses saw shapes that looked like human-shaped shadows inside the craft. dcccv

Four humanoids appear near campsite | Australia: On March 10, 1961, around 8:45 pm a man and his son were camping when they observed a UFO with windows at Bowna, Australia. There was a fire nearby, and four figures could be seen between it and the object. By 2130 (9:30 pm) the UFO disappeared. Witnesses in Wodonga, West Albury, Wangaratta and Tallangatta independently observed an unknown object in flight. dcccvi

UFO lands near boys with two occupants | Australia: In the Spring of 1963, near the city of Adelaide, South Australia, several young boys witnessed the landing of a UFO with two occupants.

"It was 2:30 pm when the two young men heard a swishing noise over their head as they witnessed an unusual craft come to a landing in a field about 200 feet from their location."

"According to the Flying Saucer Review, an occupant soon emerged who appeared to be about seven feet tall. The occupant was wearing a tight-fitting black tunic. The children curious continue to watch the being until they were noticed. Suddenly the occupant motioned to another person inside the craft, and the UFO began to make a noise. The occupant returned to the craft, and it soon zipped off into the sky." dcccvii

Wodonga, Victoria, Australia: On August 24, 1967, at 5:00 pm Ron Hyde was riding a motorbike along the Hume Highway. At a

point some 10 miles south of Wodonga, he said that the area was illuminated by a bluish light which seemed to come from above.

"The light blinded him, so he stopped. When his eyes recovered, he saw a disc-shaped object on the ground, some 100 feet away. Two 'men' were by the object. They seemed five feet in height and wore a metallic type of overall, with some sort of helmet on their heads. Hyde took a step forward, and so did the 'men."

> **"One of the figures took a further two steps forward, lifted his hand and beckoned to Hyde. Hyde panicked; mounted his bike, and rode off. He heard a 'humming' sound and upon looking back while riding, saw that the object was following him at about a 150 feet distance."**

"The UFO, surrounded by a pinkish glow, followed the motorcycle flying about 100 feet off the ground. A humming sound was audible above the motorcycle's engine. The witness stopped again, and the object stopped and hovered, the hum subsiding. After 30 seconds the color around the UFO changed from pink to brilliant red, and the object tilted up at a 45-degree angle, then shot away. It finally shot off into the sky at a 45-degree angle." dcccviii

Azores

UFO lands on Air Field | Azores: On September 20, 1954, around 11:00 pm a guard at the Santa Maria Airport in the Azores witness a UFO with a humanoid. The craft was said to be 3.5 meters in diameter and 1.5 meters thick. The witness, Vitorino Lourenco Monteiro, mentioned a figure emerged from the UFO and said something he could not understand. It then took off soon after. dcccix

Four Humanoids on ship | Azores: On February 4, 1968, Serafim Vieira Sebastiao, a watchman at the Azores Air Station observed a UFO with two human figures at Criacao do Cabrito, Azores. Serafim described the UFO:

- "It was an oval shape, with a metallic gleam and it was topped by a glass tower."
- "There was a balustrade on which two beings were leaning."
- "There is no possibility of my being mistaken or having seen a sonde balloon."

The saucer remained stationary over one the munition dumps that the Air Base. The witness went on to say, when the beings saw my flashlight, a cloud of dust surrounded me and the saucer vanished. dcccx

Belgium

Huy, Belgium: On October 9, 1954, a mailman in Huy, Belgium saw a cigar-shaped object land. Two silhouettes "approximately human" in appearance were seen on board the craft. dcccxi

Brazil

Itenhaem, Brazil: During the summer of 1952 around 3:00 am a woman was awakened by a thunderclap and a strong bluish light at Itenhaem, Brazil. According to the woman, she saw a large number of hovering disk-shaped machines resembling "inverted soup plates" 200 meters away at an altitude of about 1 meter.

The observer watched the discs for 30 minutes and saw two figures standing on one of the crafts. They went back inside, and shortly after that the "fleet" took off, one object at a time." dcccxii

Curitiba, Brazil: On November 13, 1954, at 3:30 am a lens-shaped object was seen on the railroad tracks. Near it, three dwarfs wearing tight-fitting suits were looking at the tracks with a light. When the witness approached, the machine took off very fast. dcccxiii

Human Aliens visit farmer | Linha Bela Vista, Brazil: On December 09, 1954 a farmer, O. da Costa e Rosa, observed a stranger standing near a machine shaped like "a tropical helmet."

The UFO was cream-colored and surrounded with haze. The craft made the same noise like a sewing machine. Another man was looking at a fence, and the head and arms of a third one was visible inside the craft. As the witness dropped his hoe, the man smiled, picked it up, and gave it back to him, after which they motioned him to stay away and took off. They were of average height, had broad shoulders, long hair, white skin, and slanted eyes. They wore brown coveralls ending with shoes without heels. dcccxiv

Invitation by Human Aliens on Ship | Sao Sebastiao, Brazil: On July 25, 1957, at 7:10 pm Mr. Joao Guimaraes, a professor at the

Catholic Faculty of Law in Santos, was sitting near the shore when he saw a hat-shaped UFO.

The luminous craft approached from the sea and landed near him. Soon a metallic stairway appeared, and two ordinary men with long, fair hair hanging to their shoulders departed the ship. The men had a youthful appearance and were wearing one-piece suits. The human-like Aliens using Telepathy asked Guimaraes to come aboard the craft. Inside the illuminated compartment, Guimaraes sat on a circular seat with the crew. The machine rose for a short flight. On his return, Guimaraes found that his watch no longer worked. dcccxv

Campinas, Brazil: In September 1957 three men came into contact with two UFOs in Brazil. One of the witnesses felt paralyzed from the encounter. It was then to two remaining men saw two discs with domes (on top and underneath). Near the saucers were three humanoid beings about 1.70 meters tall, wearing close-fitting, bright clothing. The three creatures appeared to make a check of the craft and the surroundings. They gathered samples in a large box. The witnesses saw small portholes and a tripod landing gear. After twenty (20) minutes the UFOs took off into the sky. dcccxvi

Six humanoids near two discs | Brazil: On November 18, 1957, at 10:30 am Maracaja (Brazil). Farmers Joao Ernani and Pedro Zilli heard a strange humming sound, then observed two aluminum-colored discs about 200 meters away. Near the discs appeared six beings were wearing dark outfits. According to the observers, “the discs seemed to be 3.5 meters wide and hovered 1 meter off the ground. The discs soon began to take off and were joined by three other discs. All five discs headed out toward the Atlantic.” dcccxvii

Little men run toward their ship | Brazil: On November 23, 1957 "Pedro Zilli and Joao Emani saw two metallic looking objects on the ground about 300 yards away at Espigao da Toea, Brazil. According to the UFO Critical Bulletin: “At first they thought the objects were planes in difficulties. They decided to approach the objects to get a better look. Suddenly, they saw six middle-sized men wearing grey suits run to their crafts. Three men went into one object and three into the other using small ladders.

“The two craft(s) took off with a whistling sound. The air displacement was so great that palm trees were flattened in the vicinity. The two craft were small ones. Each had a diameter of about 10 feet and were round shaped. Other people in the district saw strange objects flying in the area.” **dcccxviii**

Abduction | Intimacy with alien woman | Brazil: On October 16, 1957, around 1:00 am Antonio Vilas Boas was tilling the fields on his property when he encountered a strange vehicle near São Francisco de Sales, Brazil. “According to the account, a spaceship looking like a luminous egg stopped 50 meters above his tractor. His tractor engine then died. The UFO then started a descent and three legs extended from the body of the craft as it came to rest on the field 15 meters from the Tractor.”

“Boas said the ship once came to a rest, the luminosity died down, and the UFO looked like a flattened dome. It was at this point several humanoid beings came off the ship, took him aboard and examined him medically.”

“The examiners left him in the room, and a female entered. From that point, the story unfolds sharing Boas was told to have sexual intercourse with the female whom he explained was of perfect female form.”

“Once done, the female pointed to her stomach and then pointed upwards towards the sky. The occupants of the craft worse tight white uniforms, helmets and did not speak our languages. According to several stories on this account, the woman being grunted during the close encounter, while the men made a different sound. Boas was not able to communicate with any of the beings during the encounter.” dcccxix

Aliens cure cancer patient | Petropolis, Brazil: On October 25, 1957, a girl who has cancer appeared about to die when the house was suddenly illuminated by an intense light as if a searchlight had been aimed at the room. The light came from a UFO whose top part was reddish yellow. Two figures emerged from the craft and entered the house.

“They were about 1.20 meters tall, had long yellow-red hair, small green, slanted eyes, and wore white gloves and glowing white clothes”. Before the astounded witnesses (the author of the report and the family of the girl), they used a device producing a bluish-white light and another instrument, in what appeared to be radiation treatment of the patient. After 30 minutes they went away, leaving her completely cured. dcccxx

Two humanoids talking to each other | Brazil: On May 14, 1960, around 4:00 am Raimondo dos Santos saw two craft land on a hill near a farm called Capin Acu in Paracuru (Brazil). The Fortaleza Gazeta de Noticias tells us:

> **“a fisherman, Raimundo Ursulino dos Santos, was leaving his residence to go to town about eight kilometers away. He spotted two disc-shaped objects on a sandy hill of a nearby beach.”**

“The strange machines were aluminum in color, and as he approached the beach, Raimundo sighted two beings of human appearance outside the airships, talking with each other.”

“They were small and very pallid (one source says pale). One of the creatures was dressed in a blue suit, and there was a kind of translucent glass-like helmet on their heads. Then one of them saw Raimundo who had stopped, not believing what he was seeing. The fisherman was too frightened to obey. He turned back and ran away as rapidly as possible, yelling for help. When he came back with other men, they found only the marks on the sand at the places the two discs had landed.” dcccxxi

Carazinho, Brazil: On July 26, 1965, at 8:00 pm a teenager, Adilon Azevedo, others who fled, saw two objects at ground level, about 3 m in diameter, 1.5 meters high, with five occupants, wearing luminous helmets, speaking among themselves, in an unfamiliar language. One of the beings had a bright object in his hand. The witness experienced headaches for five days. dcccxxii

Guarulhos, Brazil: On September 11, 1965, at 8:00 am Antonio Pau Ferro saw two objects land. Two dwarfish beings emerged, 70 cm tall, dressed as humans, with "ugly" skin. They appeared to examine some tomato plants, reentered their craft, 6 meters in

diameter, and flew off. They spoke in a language which was not understood. dcccxxiii

Quipapa, Brazil: On February 25, 1966, at 10:15 pm two young female factory workers while walking home saw lights on the road. Upon getting closer, they realized the object was a disc with two bright lights. Around the craft stood three small beings about the size of 9-year-old children. However, another person standing near them was over 6 feet tall. “As the girls turned and ran home, the UFO lifted off and followed the girls. It then circled the area near their house, then flew away. No sound was heard. One of the girls suffered unspecified "effects" for a period. The grass was found depressed (imprints) at the landing spot.” dcccxxiv

Canada

Caledonia, Ontario, Canada: On June 15, 1967, at 2:35 am two people saw two stationary objects, one disc-shaped and the other cigar-shaped, on or near the ground in the vicinity of a factory for about 20 minutes.

“The cigar ship was described as being the size of a transport plane and had four windows. The observers could see the light pulsating from inside the craft. The exterior of the ship had a large antenna with a red light and was covered with multicolored lights along the fuselage. According to the observers, there were three occupants less than 4 feet tall, in light-colored uniforms, and wearing "helmets.”

“These beings appeared to be working around the exterior of the ship while it was resting on the ground. Once they boarded the ship, the two crafts rose about 30 feet, banked around a gypsum pile and disappeared to the southwest.

Physical traces found at the site included a burned area, disturbed grass, and an oily substance.” dcccxxv

Joyceville, Ontario, Canada: On August 23, 1967, at 4:00 am a man drove down a side road to investigate a green light he saw in a field. His headlights illuminated a large, metallic-appearing disc on or near the ground.

“The UFO was shaped like an inverted bowl and had three legs. The witness saw three beings about 3-4 feet tall

humanoids and wearing helmets."

"They appeared to be gathering specimens around the ship. When the creatures noticed the witness, they "flew" (floated) into the object and it took off silently at high speed. Burn marks and impressions (physical traces) were found at the site. Reportedly, the police at nearby Perth had a similar sighting." dcccxxvi

Denmark

Island of Bornholm, Denmark: On November 20, 1957, two reports reached the Danish Defense Intelligence Service from the island of Bornholm. One came from the Station at Bornholm, where an officer had observed a mysterious flying object. It happened just after darkness had fallen and the UFO was equipped with flashing red and green lights.

"The UFO flew low above the water and later over the island, where many civilians also saw it, and it left a glowing tail of flames. Furthermore, it was able to remain stationary in the sky like a helicopter. The object was completely silent as it passed over."

"The other report came from the Naval Station at Bornholm and was quite similar. The times corresponded and experienced officers gave both reports. Each report was scrutinized by experts and the two officers closely questioned."

"A Mr. Hans H. Hansen was delivering some goods the next day and saw a triangular-shaped object moving at a very low level across a field. It emitted a reddish or orange-colored light and made no sound. The bottom of the object appeared quite solid the upper part was of a transparent material through which he observed two human figures. At the same time that Mr. Hansen was making his sighting two people in a nearby town, Jordrup, saw a similar object and observed five beings inside it. At Vorbasse a Mr. and Mrs. Poder saw what they described as a T-formed object. It behaved in a similar way to the objects seen at Jordup and also by Hans Hansen. The object was also seen at Gesten." dcccxxvii

England

Ranton, England near Shrewsbury: On October 21, 1954, at 4:45 pm Jennie Roestenberg and her two children observed a disc-shaped, aluminum object hovering above their house. Through two

transparent panels, they saw two men with white skin, having shoulder-length hair and very high foreheads. They wore transparent helmets and turquoise-blue clothing, resembling ski suits. The object hovered at a tilted angle while the two occupants looked at the scene "sternly, not in an unkind fashion, but almost sadly, compassionately." dcccxxviii

Three humanoids appear | England: In January 1959 around 5:15 pm Leonard Hewins, of Tredington, saw a glowing, round object come down from the east and land 100 meters away at Stratford-on-Avon (Great Britain). While a blue haze formed, three figures emerged from the UFO and seemed to sit down with awkward movements. The witness was unable to move until the craft, and its occupants took off swiftly, leaving a trail of stars. dcccxxix

Humanoids on the deck of UFO | England: On November 20, 1968, around 5:30 pm Mr. and Mrs. Milakovi were driving to Hednesford, England when they suddenly witnessed a UFO rising from a field and hovering above a house. The object then appeared to "quiver." According to the sighting, several humanoids were seen on the deck of the craft for five minutes before it left the area. dcccxxx

Fiji

Clergyman sees a figure in Craft | Fiji: On November 4, 1957, a report from the Fiji government was sent through UPI through Honolulu stating a White Clergyman, and four natives witnessed a UFO. The UFO was white in color and circular in shape and descended from the sky. The approached the position and hovered at a 20-foot height above the sea. The transcript stated:

> **“It appeared to be revolving and on it appeared to be the figure of a man." The witnesses approached in their boat a blinding light shone on them, and they felt dazzled and made them feel weak. The object then shot straight up in the air and disappeared into the night sky.”**

Reverend Aveling, A Seventh Day Adventist official mentioned the color of the object changed from clear white to a deep flashing red before it disappeared as it hovered in the sky. dcccxxxi

France

Human looking spaceman repairing ship | France: On September 24, 1954, around 9:00 am two women (Widow Geoffroy and Miss Gisele Fin) made independent reports of a dark gray disk at Becar, near Diges, France. The craft was 6 meters in diameter and 1 meter high. According to one of the witnesses, Miss Fin approached the craft and noticed he was repairing the object. The human looking spaceman was of average height and wore dark clothes and a kind of cap. dcccxxxii

Man paralyzed by human spacemen | France: On April 1, 1954, at 2:40 am a witness was paralyzed by two human-looking occupants from the UFO at Menton, France. The witness initially heard a clanking sound, then observed a five-meter-wide domed disc land near his location. It was at that point two human-looking occupants left the craft and paralyzed him by a beam of light. dcccxxxiii

Mourieras, France: On September 10, 1954, a farmer, Mr. Mazaud was walking home when he was suddenly confronted with a helmeted being of average height which made friendly gestures, then went back into the brush, entered a cigar-shaped object about four meters long, which took off toward Limoges. A few minutes later witnesses in Limoges reported a disc-shaped, red object leaving a bluish trail. dcccxxxiv

Quarable, France: On September 10, 1954, a metal worker, Marius Dewilde, age 34, came out of his house when his dog was barking and saw a dark object sitting on the railroad tracks. He then observed two dwarfs walking toward it. When he tried to stop them, he found himself paralyzed as a strong orange beam of light that was projected at him. The beings were under 1 meter (3.3 feet) tall, bulky, and wore dark diving suits. No faces or arms were visible. Imprints were made by an object, that an engineer estimated must have weighed 30 tons. French police and the French Air Force investigated the case. dcccxxxv

Near Quarouble, Nord department, France: On September 12, 1954, a merchant driving a van saw a domed disc descend vertically, and then hover near a grove of trees. Several human-looking beings were later seen in front of the craft. When the witness walked toward

it, he was hit by a bright beam of light and paralyzed. The object took off going straight up vertically. dcccxxxvi

Between Cenon and Vouneuil, France: On September 17, 1954, at 10:30 pm Yves David met a being in a diving suit who made friendly gestures. The being was very small and had a voice "inhuman and incomprehensible." The witness could not move throughout the encounter. He saw the creature enter a three-meter wide by one-meter tall object sitting on the road, and it took off "like lightning." It cast a greenish light as it did so. dcccxxxvii

Oberdorff, France: On September 20, 1954, at 9:15 pm a bright light was seen in the east by residents. It came to the ground, lost its brightness, and remained in one spot for approximately 40 seconds. It was reported to be about the size of a small bus, and there was a figure standing in front of it. The object rose and took on the appearance of a red ball. dcccxxxviii

Becar, near Diges, France: On September 24, 1954, at 9:00 am two women, Mrs. Geoffroy and Miss Gazelle Fin, independently witnessed a dark gray disc, six meters in diameter, in a clearing. A man of average height was standing close to it. He wore dark clothes and some cap. Miss Fin came within 30 meters of the craft and said that it looked like the man was repairing it. Traces were found on the grass. dcccxxxix

Joinville-le-Pont, France: On September 25, 1954, at 9:20 pm a disc-shaped object descended and landed along the banks of the River Marne. “Two humanoids about 1.10 meters tall exited the machine. Their faces were covered with hair. A beam of light paralyzed both of the witnesses, and one of the humanoids approaches the witness with the initials M.P. and tore off his trousers. The short humanoids then boarded their machine, which rose vertically and disappeared at high speed.” dcccxl

Chabeuil, France: On September 26, 1954, at 2:30 pm, hearing her dogs barking and howling, Ms. Lucette Leboeuf saw what first resembled a "scarecrow" in a cornfield.

“After approaching to within eight feet, she saw it to be a "diving suit" of transparent plastic, 3.5 feet high. A little man with large eyes

was inside, resembling "a child in a plastic bag, with eyes larger than human eyes."

"She could see no arms on the creature. When he began waddling toward her, she fled. A flat, circular four-meter wide disc was observed to rise to make a whistling sound and fly away toward the northeast. An eleven-foot wide circle of crushed foliage was found at the site. Ms. Leboeuf was in a state of shock and was in bed for the next two days." dcccxli

Men have physiological effects from being witness | France: On September 30, 1954, at 4:30 pm Georges Gatay and seven construction workers saw a disk at Marcilly-sur-Vienne, France. The individual's witnesses a humanoid standing close by the ship. According to the witnesses, the craft and being left and they incurred physiological effects from the encounter. dcccxlii

Bressuire, France: On October 3, 1954, Angelo Girardo, age 55, a stockyard employee, was going to work on his bicycle when he saw a circular craft about three- meters in diameter in Bressuire, France. When Girardo "neared the grain silo of the Bressuire Farm Co-operative, he found himself almost on top of a disk-shaped machine nearly ten feet in diameter, resting on the ground."

> **"M. Girardo stopped, dumbfounded, and noticed next to the machine a small figure clad in a kind of diving suit. The little creature made as though to head for M. Girardo, who started to pedal again, terrified, but watching the mysterious visitor as long as he could. The latter turned back toward his machine and stepped in, and the object took off at dizzying speed."** **dcccxliii**

Vron, France: On October 3, 1954, around 7:45 pm two young men were riding their bikes when they spotted a UFO in Vron, France. Aime Michel shares the story of Bernard Devoisin and Rene Coudette.

"About 6:45, as the Vron cyclists were two and a half miles from Ligescourt, they suddenly perceived, 150 yards ahead, in the middle of the road, a sort of luminous device emitting orange light."

"It was circular, three yards wide, perhaps two yards high, and called to mind the shape of a haystack. Near it, something moved,

which we first took for an animal. However, as we approached it, we soon saw that it was a creature the height of a child, dressed as a diver. It entered the machine, which took rapidly to the air without a sound when we were no further than 70 yards away from it."

"To those who interrogated them, the two boys appeared to be sincere. It should be noted that the object they described-an orange-luminous disk with high- domed top-strongly resembles the one reported by hundreds of other witnesses in the hours that followed." dcccxliv

Taupignac, France: On October 4, 1954, at 7:30 pm a six-meter in diameter red, round, domed object, hovered 10-12 meters above the ground. Four little men, one meter tall (3.3 feet) exited. As the three male witnesses approached, they quickly entered the object. The domed disc changed color from blue to orange and then to red, and made no noise as it took off. dcccxlv

Mertrud, France: On October 5, 1954, at 7:15 am a road crew member, Mr. Narcy, saw an object near the road between Voillecomte and La Neuville. In a report to the police, he stated "he saw a hairy dwarf wearing an orange tight-fitting jacket climb aboard the craft, which consisted of a cigar-shaped section under a flat disk. Between the two sections was a kind of porthole through which the entity entered the object." dcccxlvi

Henzies, France: On October 7, 1954, at 6:00 am two young French children were questioned by police after they claimed to have seen something extraordinary. The oldest of the two, ten-year-old Claude Lasselin, protested:

"Everybody laughs at us, but we saw what we saw."

According to Claude, "he and his nine-year-old sister Francoise were walking home when they saw a big, red-colored, egg-shaped, object resting in an open field. Curious, the children crept up on the object, and when about 100 yards away, saw that the top of the "egg" had what appeared to be a dark-colored hatch, and no sooner had they noticed that particular feature, they witnessed something startling." Said Claude:

"At this moment, I saw, and so did my sister, two men of average height come out of the 'egg. They were all in black,

and their faces seemed black. We were seized with fear and flew home and did not turn our heads." **dcccxlvii**

Updated information on the case: Author Aime Michel wrote: "the witnesses were children, Claude and Francoise Lasselin, aged ten and nine years. Both described something like' half an egg, 'red and about 300 feet or more away from them; Claude thought he had seen two men of average height and appearance near the object. It was late in the day, and the sky was overcast." dcccxlviii

Jettingen, France: On October 7, 1954, at dawn a railroad employee, Rene Ott, saw a mushroom-shaped object three meters in diameter, in a field three meters away from Route N16 and one meter above the ground. A luminous rectangle, like a door, was seen on the side. It took off and flew about five meters over the head of the witness, following him to the next village. dcccxlix

Carcassonne, France: On October 9, 1954, at 4:00 pm Jean Bertrand saw a bright, metallic sphere ahead on the road near Carcassonne, France. The top half appeared to be made of transparent plastic, and two humanlike figures were seen standing inside. It took off quickly, flying away to the east. dcccl

Pournoy-la-Chetive, France: On October 09, 1954 at 6:30 pm four saw a luminous object near the cemetery. It was round, about 2.5 meters in diameter, standing on three legs. A dwarf, about 1.2 m tall, dressed in black, having a face covered with hair and large eyes, came out and shone a blinding light at them, and said something in an unknown language. The children ran away but looked back in time to see the object flying away high in the sky. dcccli

Lavoux, France: On October 9, 1954, at 7:00 pm Mr. Barrault was riding his bicycle when he suddenly saw a figure in a diving suit aiming a double beam of light at him. The individual had boots without heels and very bright eyes. It walked along the road for about a minute and then went into the forest. The witness was paralyzed and was unable to move throughout the incident. The entity had a hairy chest and two lights, one above the other, in front of him. dccclii

Briatexte, France: On October 9, 1954, at 8:30 pm on Route N631 at "La Caiffe," a technician named J. P. Mitto was returning from Toulouse with two other friends when they saw two small figures

cross the road in front of their car and jump into a pasture. The beings were about the height of 11-year-old children and crossed only five meters in front of them. Stopping immediately, the witnesses saw a large convex disc take off vertically. It was about six meters in diameter, orange in color, and was literally "sucked up" into the sky. dccclliii

Quarouble, France: On October 10, 1954; another landing with occupants was witnessed here by Marius Dewilde and his four-year-old son. A disc, six meters in diameter and about one meter tall, landed again on the railroad tracks. Seven little men emerged and spoke in an unknown language. The craft then vanished without noise or smoke. Traces larger than the first, and symmetrical, were observed. Dewilde refused to report the case to the authorities. dcccliv

Near Taupignac, Charente-Maritime, France: On October 11, 1954, at 7:30 pm three men driving got out of their car to observe a bright red sphere in the sky. Then they discovered a round machine with a dome. The UFO;

- “was 6 meters in diameter”;
- “gave off a yellow-red light”;
- “was 200 meters away from them”;
- “was at a10-meter altitude.”;
- “was motionless and silent.”

The UFO then moved horizontally for a short distance and landed behind the woods. “The two witnesses went closer and saw four dwarfs, one meter tall, who seemed busy with the machine. The creatures rushed inside when the witnesses arrived within 15 meters. A sudden burst of light blue blinded the witnesses, then orange, then red, and the object took off vertically at fantastic speed.” dccclv

- *Updated information on the case*: around 7:30 pm “three Bordeaux residents who prefer to remain anonymous were driving between Royan and Breuillet along Route GC-40. They were at Tapignac when they noticed a reddish glow lighting up the sky and fields. They stopped the car, got out, and saw, two or three hundred yards from the road, a disk-

> shaped object, surmounted by a luminous orange-red dome, hovering silently about 30 feet above the ground. "It seemed suspended from an invisible thread it hung there in such perfect equilibrium,' they said."

"They had watched it for several seconds when it began to move away, flying levelly and horizontally at the same height above the ground until it slipped behind some woods only a short distance away. The object itself was no longer visible, but its light shone clearly through the trees."

"Armed with a flashlight, two of the witnesses set off toward the woods. When they had walked about 400 yards, they saw the machine again, landed in a field surrounded by trees. Near the UFO were four little creatures about three feet tall, busily engaged in some mysterious activity or task. The motorists headed for the 'little men;' but when they were only about fifty feet away the quartet of humanoids rounded the machine and disappeared inside. Almost at once the object began to change color to blue, to orange, to red--dazzling the two witnesses, then left the ground at 'terrifying' speed." dccclvi

Montlucon, France: On October 12, 1954, a railroad employee, Mr. Laugere, saw a torpedo-shaped, metallic craft on the ground near a gas-oil tank. An individual covered with hair was standing nearby, emitting sounds that were not understood. The witness went to get his friends, but the thing disappeared in the meantime. dccclvii

Bourrasole, France: On October 13, 1954, at 7:35 pm Messrs. Olivier and Perano and a third man saw a reddish disc about 4 meters in diameter with a small humanoid. The being stood about 1.2 meters (5 feet) tall and was wearing a diving suit. "His head was large with respect to the rest of the body, and he had two enormous eyes. The suit was bright and shiny like glass." A sort of misty glow surrounded the Disc. One of the witnesses came within 20 meters of it and found himself paralyzed. The craft took off, throwing the man who stood closest to the ground, and rose into the sky very fast. dccclviii

Meral, Mayenne department, France: On October 14, 1954, at around 7:00 pm Messr. Duvivier, a farmer, observed an orange

sphere of land and he walked out to approach it. When he got close, he found it was shaped like a flattened dome, 5.5 meters in diameter, and it gave off a blinding light, which illuminated the countryside for about 200 meters. It was also transparent, and a dark figure could be seen inside. After remaining at ground level for 10 minutes, it left by flying to the north, while a bright cloudy, misty material fell slowly to the ground at the site. When the witness arrived home, he found his clothes were covered with a white film of adhesive substance, not unlike paraffin wax. dccclix

Perpignan, France: On October 15, 1954, near the swimming pool in Saint-Assiscle, Damien Figueres, 56, was walking with his dogs when a reddish, luminous sphere landed 30 m away, and an individual in a diving suit walked around it. The dogs barked at him. He boarded the machine, and it flew away in silence. dccclx

Near Vauchelles-les-Domart, Somme, France: On October 15, 1954, Mme. S., her husband, and another man, M. Lourdel, were driving a truck on the Dept. Route 216, just outside Vauchelles-les-Domart, when they encountered a UFO and occupants. “Mme. S., who was driving, stopped the truck and she and M. Lourdel ran into the field to see what it was. Suddenly they saw four or five small figures, no more than a meter high, walking 'Indian file' from right to left directly in front of the bushes, not more than 25 meters away. Frightened, the two turned on their heels and ran back to the truck, driving quickly off. The police, notified of the sighting, inspected the area several days later but were unable to find any traces. The figures appeared dressed in diver's suits.” dccclxi

Fontenay-Torcy, France: On October 18, 1954, at 8:40 pm Mr. and Mrs. Lherminier saw a cigar-shaped red object dive toward them with a reddish trail and land near the road. “Upon reaching the top of the hill, they were confronted with a big human figure, about 1 meter tall. The creature wore a helmet, and his eyes were glowing with an orange light. One witness fainted on the spot. Four others saw the object in flight from separate locations. The countryside was illuminated over 2 or 3 km.”

“A reddish blob swooped down on a couple near Fontenay-Forcy, landing behind some shrubbery that screened it from view. The

man and woman rushed to the place where the object should be, and, to their great surprise, came face-to-face with a figure, three feet tall, wearing a helmet through which recorded. The mysterious aerial object was reported in the area by four independent witnesses. Another group at Sanson-la-Poterie sighted a strange object flying away from the supposed landing site at great speed." dccclxii

Formerie, Oise department, France: On October 18, 1954, at 8:45 pm three witnesses observed a cylinder or rocket shaped device with several illuminated portholes following a complex trajectory along a river in Formerie, Oise department, France. The craft then landed close to the witnesses and several humanoids described as about 1.50 meters in height, with dark skin and wearing metallic helmets and metallic garments, exited the craft. As the witnesses watched stupefied they suddenly experienced headaches and memory loss. They did not see the object and its occupants depart. dccclxiii

Royan, Charente-Maritime, France: On October 18, 1954, at 9:00 pm Mr. and Mrs. Labassiere and other witnesses saw two discs in the sky, one orange and the other red, with a sort of luminous "bridge" between them. They landed, and one dwarf came out of each craft and went into the other without any sign. After this exchange of pilots, both objects flew away with a tremendous flash. dccclxiv

Updated information on the case: a pair of UFOs flew over a busy French highway, Route N150. The two UFOs seemed to be connected by a "luminous bridge" according to those who paid attention.

"Two witnesses, whether they were motorists is not given in the account, M. and Mme. Labassiere, said they observed the pair of objects set down in a field where two "dwarf-like" beings emerged, one from each craft. The beings re-entered different objects, giving the impression the ships had landed with the purpose of exchanging personnel. After this "switch," the two UFOs zoomed away, and while doing so, emitted a tremendous flash."

"Coral Lorenzen's source is more descriptive, saying that the objects were flat, like pans, and that the overall impression of the arrangement was like that of a balance with one "pan" orange and the other red.

The "bridge" was a glowing green beam of light. The entire apparition swayed or bounced as it moved toward the ground. dccclxv

Montandon, Haute-Marne, France: On October 19, 1954, a teenager saw a saucer- shaped object land by some woods near a pasture. A man wearing a white spacesuit exited the craft. The police investigated his report. dccclxvi

Les-Jonquerets-de-Livet, France: On October 27, 1954, at 9:30 pm a motorcycle failed at the spot where a UFO was previously seen two hours before by a farmer. Some men from a nearby village went to investigate and saw an elongated object on the ground. Two small humanoids about one meter in height were near the object, wearing armor-type clothes and walking stiffly. They vanished suddenly, and the UFO took off noiselessly. dccclxvii

Germany

Hasselbach, Germany: On July 11, 1952; Oscar Linke, former Wehrmacht major, and his daughter Gabrielle, 11, had to leave their motorcycle when they had a flat tire at Hasselbach, Germany. Inside the woods the girl noticed two men in shiny suits examining the ground in a clearing near a pink disc-shaped object, 8 meters in diameter, showing a double row of openings around the rim and a black turret on top. One of the men had a flashing box. Both men went inside, and the disc vibrated, rose along the turretlike cylinder, then spun faster and rose out of sight. dccclxviii

Rinkerode, Germany: On October 9, 1954, in Rinkerode, Germany Willi Hoge, a projectionist, was returning home in the evening when he saw four occupants of an object that had descended to ground level 70 meters from the road he was on. Seeing a blue light at first, he thought that an airplane had made an emergency landing. However, the cigar-shaped object was wingless. Four humanoid beings were wearing some rubber coveralls working under it. They were about 1.2 meters tall and had very large chests and oversized heads; their legs were short and thin. dccclxix

India

Humanoids looked like men from India: On August 19, 1953, Salvador Villanueva, 40, observed a spaceship and two creatures at Ciudad Valleys, Mexico.

“The ship was said to be 13 meters in diameter and disc-shaped. The humanoids were about 1.2 meters tall, wearing some form of coveralls (suits) with wide, shiny, perforated belts, metal collars, and small, black, shiny boxes on their backs. They had helmets under their arms.”

“The witness thought they were pilots of the Indian race. One of them spoke to him in Spanish, "stringing the words together" in a strange accent. Trivial matters were discussed until dawn when they returned to their craft. As the ship took off, it swung in a pendulum-like fashion, rose vertically and took off.” dccclxx

Iran

Teheran, Iran: On October 8, 1954, at 2:30 am Mr. Ghaseme Fili was on the balcony of the second floor of his house at 2:30 a.m. when he saw a luminous, white flying object stop in mid-air, only 20 meters away from him. Lights shone from the rear and the sides of the craft, and inside there was a small man dressed in black, wearing a mask or breathing apparatus that resembled the trunk of an elephant. “I was standing with both hands on the bar of my balcony, looking with astonishment at this strange object, when I suddenly felt as though I were being drawn up toward the UFO by a magnet.” Mr. Fili cried out in terror and woke up his neighbors. The UFO shot straight up, emitting sparks, and it was lost to sight almost immediately. dccclxxi

Shamsabad, Iran: On October 14, 1954, at 6:30 am a man coming out of his house saw a luminous object resembling a bright star. Coming near, he observed it was an object 5 meters long, near which a "short young man" was standing on a circular piece of metal, laughing at the witness's terrified expression. The witness was 20 meters away when the craft took off at unbelievable speed. dccclxxii

Tehran, Iran: On October 14, 1954, correspondents reported from Mahallat that a marvelously luminous object had landed near there and that many farmers had been impressed by its strange and colorful appearance. It was hemispherical in form and emitted multi-colored beams of light.

“It only landed for a brief period, and in the meantime more and more of the country folk were crowding near to look at it, but nobody would go too close to it, so great was their fear. The central part of the object was of metal and less bright than the rest.”

“The crowd of people was growing larger and larger, the object suddenly shot straight upwards into the sky and vanished. The affair has provoked great discussion among the populace.”

“Following upon this report, we then received another one from a resident of Shamsabad who walked into our editorial offices this morning and stated that at 6:30 am yesterday (October 14th), just as he was coming out of his house, he saw a luminous object resembling a brightly shining star. It was at a distance of about 100 meters from him, and he estimated its length as about five meters.”

“He had already heard of flying saucers, and at once realized that this was one. Approaching more closely, he perceived a 'short young man' standing on a circular piece of metal in the middle of the bright object and looking around him searchingly.”

“The witness was now only twenty meters from the saucer and could see that the pilot was laughing at the terrified expression on his face; Suddenly, however, the machine shot up into the air at an unbelievable speed and vanished.” dccclxxiii

Ireland

Belfast, Northern Ireland: On July 17, 1967, during the evening Mr. E, Browne walking in the woods, saw a disc-like, dull, blue-gray object with a rough surface, hovering about 2 meters above ground. An opening became visible in the middle section and two alien men dressed in bright clothes emerged, walked in the woods, then reentered the craft, which rose and vanished from sight. dccclxxiv

Italy

Entering the Ship | Italy: On April 3, 1948, around 6:35 am bus driver Guiseppe Langiano, and railway stationmaster Sr. Bavota saw a luminous orange domed disc hovering about 10 meters above the

ground at Fara Di Cigno in San Martino, Lombardy, Italy. According to the reports, the UFO stopped some 12 meters from the observers.

> **“The UFO looked like an inverted bowl having a diameter often to fifteen feet. It had a transparent dome emitting a very bright beam of white light.”**

“The observer reported seeing a humanoid near the craft that appeared to “float down” to the ground from the object. The human figure wore a stiff, metallic looking one-piece garment with heavy metallic gauntlets. The humanoid, who appeared to be 5 feet tall, entered the craft and took after as Mr. Langiano approached the UFO.” dccclxxv

Man sees three humans on craft | Italy: On November 18, 1952, Nello Ferrari, 41, a farmer, witnessed a UFO at Castelfranco, Italy. Ferrari shared the UFO looked like a plate and hovered above him about 10 meters off the ground. The UFO was 20 meters in diameter and had a gold, copper color. He could see a 5-meter section of the bottom part appeared to be turning. He said the machine made a noise similar to an electric motor. Within the UFO he could see three human faces wearing transparent masks and some form of rubber coveralls (or suits). The ship soon disappeared vertically at very high speed. dccclxxvi

Fabriano, Marche, Italy: On October 19, 1954, at 10:30 pm two men, satirist Paolo Cutizi and writer Guilio Emery, were in a local park when they saw a disc-shaped object, six meters in diameter, hovering and emitting small violet flashes. On top of the UFO was a very tall antenna. Two small robot-like beings, 1.2 meters or four feet tall, descended from it on a long ladder. Their eyes were dark red and "sharp." They went back aboard their craft and flew away. dccclxxvii

Panavicino d'Erba, Italy: On October 20, 1954, Renzo Pugina, 37 put his car in the garage when he saw a strange being covered with a "scaly" luminous suit, about 1.3 meters tall, standing near a tree. The alien creature aimed the beam from a sort of flashlight at him, and he felt paralyzed, until a motion he made when clenching his fist on the garage keys seemed to free him. He attacked the intruder, who rose and fled with a soft whirring sound. An oily spot was found at the site. dccclxxviii

Northern Italy: On October 25, 1954, at 6:00 am Ulderico Cardinali saw a disk- shaped craft among the reeds of a swamp. It was 2 meters in diameter, and near it was a small being, 1.40 meters tall, clad in yellowish-brown coveralls. The alien creature went inside the machine, which took off at very high speed, touching the tops of the reeds. dccclxxix

Isola, Italy: On November 14, 1954, Amerigo Lorenzini, a farmer, saw a bright, cigar-shaped craft land near him and took cover. Out of the spacecraft emerged three dwarfs dressed in metallic diving suits. “They centered their attention on rabbits in a cage while speaking among themselves in an unknown language. Thinking they were going to steal the animals, the farmer aimed a rifle at the intruders, but it failed to fire, and the witness suddenly felt so weak that he had to drop the gun. The dwarfs took the rabbits, and their craft departed, leaving a bright trail.” dccclxxx

Peaceful spacemen visit man | Italy: On December 9, 1962, around 10:00 pm Antonio Candau saw a circular object land in Cadivilla, Bologna, Italy. According to the case, two spacemen wearing a yellow suit (overalls) emerged from the UFO which was about 5.5 meters in diameter. “The spacemen approached Antonio and tried to communicate in a language that was incompressible to Mr. Candau. The spacemen noticed Mr. Candau was afraid of them and attempted to reassure Antonio they were coming in peace. When the craft left it created a strange sound.” dccclxxxi

Humanoid threatens man | Italy: On March 9, 1963, Franesco Rizzi, a thirty-six- year-old night watchman, claims that he was threatened by a black-faced spaceman who landed by flying saucer in the courtyard of a block of warehouses in Milan, Italy.

According to the publication “Orbit”; “a brilliant greenish light was pouring from three windows of the conning tower,' he says. 'I saw a human-like figure climb out of the hatch. The face was black, and it was no more than three-foot high. Its suit gave off an eerie sheen.' Another figure emerged as the first produced what looked like a black, stubby weapon and pointed it at Rizzi. Then they both climbed back into the saucer, which was about 18 feet around, and took off. "Police found no trace of the visit. Says Rizzi's wife Giovanna:

Nobody believes my husband, but I know it's true. He doesn't drink and has always ridiculed stories of flying saucers.” dccclxxxii

Morocco

Mamora Forest, Morocco: On October 12, 1954; a French engineer driving to Port Lyautey in the afternoon saw a dwarf about 1.2 meters in height enter an object which soon took off. The little man was wearing silver coveralls. dccclxxxiii

Norway

UFO Pilot | Mosjoen, Norway: On August 20, 1954: Two sisters aged 24 and 32 were picking berries when they came across a man and saucer in Mosjoen, Norway. According to the women, the pilot was a bronzed man (dark skin) with long hair. The pilot wore aviator a coverall with no buttons (some form of suit). The pilot attempted to communicate with the women using signs placed on a piece of paper. The women did not understand what he was saying or drawing. The pilot then re-entered his ship and took off vertically. According to the police that interested the women, the disc was 5 meters in diameter. The police believe the two women were of sound mind and did not suffer from hallucinations. dccclxxxiv

Peru

Huanuco, Peru: On September 01, 1965 at 5:00 am a worker observed the landing of an oval object on an airfield where he had gone "drawn by a strange feeling." Four other persons also saw the UFO, from which a dwarfish creature, 85 cm tall, emerged. The entity had a head double the size of an average human head, and made gestures that were not understood. He reentered the machine, which became illuminated and took off, first vertically, then toward the west. dccclxxxv

Portugal

A young man sees two humanoids | Portugal: On May 5, 1954, at 4:00 pm a young boy was sitting with his goat on a small hill near the village when he heard a whistling sound at Fregim Amarante, Portugal.

“The young man ran in the direction of the sound, which came from a nearby hollow. Once there he saw one dome-shaped object

leaving the area headed towards a nearby river, but an identical object still rested on the ground. It was a metallic colored, dome-shaped, and had a metal ring on the bottom and a transparent section on top."

"It also had a conical protrusion, brown in color, on the top. As the object left the boy felt a wave of heat. Inside this second object, he could see two beings with large heads and large eyes that were wide apart; both appeared to have antennae on top of their heads, and their mouths appeared like round holes. They wore metallic blue outfits and appeared seated with one of the operating levers while the other looked out at the witness. Ground traces were later found at the site." dccclxxxvi

Almaseda, near Castelo Branco, Portugal: On September 24, 1954, at 10:00 am Cesar Cardoso, and three others saw two individuals, 2.5 meters (8.3 feet) tall emerge from a landed craft. They were dressed in shiny uniforms and were gathering flowers, shrubs, and other vegetation and putting it in a shiny box. Before they took off, they seemed to be inviting the witnesses aboard, but their language was not understood. dccclxxxvii

Six humanoids near disc | Portugal: On June 10, 1960, around 3:30 am two men witnessed six humanoids near a spacecraft at Algoz (Algarve), Portugal. Diario de Noticias tells us: "Mr. Carlos Sabino and his friend 'Filipe' were walking near a place named Peiras when they saw something they thought was a car. However, when they saw it was disk-shaped and gave off an unusually bright light, they hid and were able to see half-dozen men around the machine. Later it left straight up and very fast. As Sabino ran to his house, the object appeared again, illuminated the ground with an intense beam of light, and then left. Mr. Sabino is regarded as trustworthy by those who know him and testify to his genuine terror after the incident." dccclxxxviii

Scotland

Two humanoids run to ship | Scotland: In November 1958, around 5:00 am two soldiers of the Territorial Army on an exercise near Ballater Scotland heard a "gurgling noise" and saw two figures, over

2 meters tall, dressed in peculiar suits. As they fled, they heard a "swishing" noise and saw an enormous disk flying at ground level, which then swooped over their heads and away, pulsating and leaving a sparkling trail. Witnesses were in a state of shock. dccclxxxix

Sweden

Occupants were seen with disc Sweden: This next story comes to us from "*Flying Saucer Review*" and is a fascinating case. The story covers several pages and encourages you to read the entire case. This is a shortened version. In October 1959 around 6:55 pm a Mr. Johansson was at his home when he experienced a UFO visitation.

"According to the story, the UFO "descended almost vertically through the branch's and hovered half a meter above the street. It rocked a little, like a small boat on a swell." Mr. Johansson goes on to discuss several humanoids in the craft, and what they looked like. After the occupants examined him from the window of the ship the ship began to depart. According to the reprinted story "it stopped, the light went out, and it disappeared in a flash." dcccxc

Kolmarden, Sweden: On August 23, 1967, at 8:00 pm a boy and a girl, both 15, noticed a red glow coming down in the woods. Later they saw a significant source of light in mid-air and heard piercing whistling sounds, then footsteps, and saw a jumping creature, 10 meters away. The being was about 1.30 meters tall, had an oversized head, made jerky motions, raised a tube in its arms, and had a "shimmering" appearance. dcccxci

The United States

Egg Shaped Craft | Winsted Connecticut: On September 15, 1967 at 8:45 pm two teenage 14-year-old girls in Winsted were having a sleepover when they saw an egg-shaped object and occupants near the barn.

During the evening the girls looked out the window and witnessed a glowing egg-shaped object about 200 yards away. The object appeared the size of a Volkswagen car. It appeared over or beyond the barn complex. The object was in the area for 35 minutes, hovering and moving back and forth. The observers stated the object-

changed colors first “white” then “Beige”, then “pink” to “deep red orange”. This back and forth movement occurred at least 10 times.

The girls then stated they heard what was a lawn mower engine. They looked out the window again and observed two small figures leave the barn and approach the mailbox looking in the direction of the home. The young ladies believed the beings to be not more than 4 feet tall and wore similar uniforms. One girl who saw one of the beings “appeared to have an abnormally large head”.

At first, the two girls assumed these two beings were children as they left the mail box area and headed under a tree in the shadows, but then discounted that as they did not react to the egg-shaped craft that was still moving about the field. It was then a third figure joined the first two beings. They then darted across the road by the side of the barn and disappeared. A car approached, the objects light then “went out”. Once the car passed and went up the road, the objects lights “came back on”. The girls grew weary of watching the object but were able to show it to their mother when she came back from shopping. By that time the object was in the distance. That same evening two adults saw the same craft for a period of 5 minutes within 40 minutes of the girls’ sighting. dcccxcii

Uruguay

Colonia, Uruguay: On July 17, 1965, a blinding object, smaller than an airplane and having metallic legs, was seen on the bank of the Rio de la Plata River by two workers and four young men. White smoke emerged from the craft, which remained on the sand for two min, leaving X-shaped traces. It flew up to about 10 meters in altitude, then went away. The UFO showed a round central section with two oval ends and looked somewhat similar to an egg. dcccxciii

Venezuela

Two little men run to the thickets | Venezuela: On December 8, 1954, around 6:30 pm a doctor had an encounter with a UFO and its occupants. The newspaper, “*El Universal*” shared the following story:

“The day before yesterday at 6:30 pm a very distinguished doctor of this city was driving his car between La Carlota Airdrome and Francisco de Miranda Avenue in the Caracas suburb of La Floresta,

accompanied by his father. They observed an unusual incident which we are going to report since it proceeds from serious-minded reliable people that wish no publicity for obvious reasons."

"The doctor steered his car on a curve, and suddenly, when reaching a very forested place with big trees and bushes, his father exclaimed: 'Look!' The doctor braked to a stop. When the doctor looked at the place where his father was pointing, he was able to observe two little men who were running to get into the thickets. Moments later, a silver disc, very luminous, emerged from the thickets and darted off into the sky with a sharp whistle or sizzling sound.

The doctor and his father said: "We know nothing of other persons who might have seen the same thing." dcccxciv

Caracas, Venezuela: On August 03, 1967 at 11:30 am two persons witnessed a luminous, whitish UFO in Caracas. The spacecraft was 10 meters in diameter, resembling two plates glued together.

According to the observers, the whole yard was illuminated, and a humming sound was heard. A door opened in the base of the craft, and something similar to a light bulb lowered itself to ground level.

This second object had a small opening from which stepped a little man in bright, luminous clothes, his head surrounded with vapor. The UFO occupant was about 5 meters away from the witnesses and was observed to pick up stones, examine them, look up and seemed to communicate with the UFO.

He then dropped the rocks and stepped into the "bulb" that reentered the craft, which took off. dcccxcv

Caracas, Venezuela: On August 07, 1967 at 2:00 am a man was awakened by the shaking of his bed and saw a creature in his room, which "flew" out through the open window. When Pedro Riera rushed to the balcony, lights from the UFO blinded him. Other witnesses confirmed a strange vehicle parked in the street. That afternoon, a strange dwarf entered the office of Dr. S. Vegas, who examined him. The being spoke perfect Spanish had peculiar heart sounds and did not understand the notion of "age." dcccxcvi

Two Humanoid: On July 31, 1968, a farmer, was in a clearing when he suddenly saw an oval object, 25 meters away, less than 5 meters above ground at La Reunion Island. The UFO had a bright center, dark-blue ends, two protrusions on top and bottom, and measured 5 meters in diameter, 2.5 meters in height. In the object stood two beings, 90 cm tall, wearing coveralls. A violent flash and a blast of hot air were noted as the object vanished. dcccxcvii

Conclusion to Chapter 22

In this chapter we have learned many new facts about these visitors:

1. Aliens attempt to communicate with humans on some occasions:

2. There are several alien species visiting earth: Clifford Stone (retired U.S. Army) shared in a UFO conference that the Army had cataloged over 40 to 50 humanoid species. The above cases would confirm at least several types of species. The first species would be:

   a.) exactly like humans – the blonde-haired aliens. Some people refer to this groups as "Nordics."

   b.) humanoid but not human – little men (dwarfs). This type of species is rarely reported in America. In the United States, the most prominent species appear to be the Gray aliens and the Reptilian classes, and Nordics. The Betty and Barney Hill case revealed a different human-looking species.

3. The aliens communicate either verbally, telepathically or by hand gestures: These beings will use telepathy over verbal as mind to mind communication appears to work across all languages were the spoken word is limited. We notice in several cases in this chapter and book that extraterrestrial beings may wave off humans form the shop proximity to

prevent earth-based people from being harmed by the ships propulsion system.

4. They land to gather materials or inspect their ships: We noticed several beings invited humans aboard to inspect their craft.

For a complete listing of NICAP.org cases on sighting of extraterrestrials go to this website: http://www.nicap.org/NSID_DBListingbyCat7.pdf.

Chapter 16: Aliens paralyze Humans

“they all felt a prickling sensation and partial paralysis”

The research of the interaction between Humans and Extraterrestrials contact, proves one point: “both parties are scared of one another.”

Not knowing someone can be intimidating and the chance of a human meeting an extraterrestrial can bring great anxiety.

We are now aware that many of these beings, have advanced telepathic skills. With telepathy, aliens have the ability to read our minds. Humans, at the present have not evolved to use Telepathy.

Humans fear, the unknown. In some UFO cases, extraterrestrials anticipate this fear and attempt to let humans know they are here on a peace mission (to not be afraid). Despite, us being told this - we remain frightened as we have no relationship with the strange beings. In rare cases, humans have reported they were overcome with a sense of “peace” in the presence of the being.

We also know, through case studies, that when extraterrestrials are afraid of the human reaction to their presence, they will use a paralysis “beam” weapon to subdue earthlings. This paralysis device is like a human "stun gun”.

However, human stun guns tend to repeatedly shock the person to the ground as the trigger is pulled, the alien stun gun just freezes the person in place (standing up).

As we look more into why extraterrestrials have chosen the practice of "subduing humans' over outright "death by ray-gun," it seems we can deduce the following reasons;

1. Aliens are afraid of what humans might do to them during an abduction, or
2. Aliens desire a placid human aboard their ship to study our anatomy.

Aliens use paralysis beam weapons on humans, dogs, horses, and cows. It is almost as if advance populations ultimate goals are to

"preserve" life rather than "destroy it." In this chapter, we explore the use of these weapons on man.

Argentina

Monte Grande, Argentina: In April 1965, Felipe Martinez reported that he was paralyzed during the landing of a silent, large, egg-shaped object at Monte Grande, Argentina. According to Martinez, he observed a small man about 1 meter tall emerge from the egg-shaped ship. The alien wore a helmet and attempted to communicate in Spanish with Felipe. The translation was difficult. dcccxcviii

Sierra Chica, Argentina: On July 2, 1968, around 11:25 am a young man named Oscar H. Iriart was riding his horse when he observed two humanoids and a silver craft at Sierra Chica, Argentina. The two aliens motioned for the young man to approach them. According to the *"Flying Saucer Review*", the young lad thought the two men were Nord hunters and went over to them. He soon found out they were his height had white hair and red clothes. The boy commented:

> **"Apart from the constant unblinking way in which they gazed fixedly at me with their deep-set eyes, they might have been just ordinary men such as what we see every day here in Sierra Chica."**

The two men showed him their craft which was elliptical in shaped and silvery in color. The dimension's appeared tiny, about 2 meters in length. The men got back into their machine and took off. dcccxcix

Mendoza, Argentina: On July 22, 1968, at 1:20 am Ms. Adela Casalvieri, a night nurse at the Neuropsychiatry Hospital, heard a loud, penetrating humming noise outside in the hospital courtyard at Mendoza, Argentina. Researchers G. J. Gianza Paz & A. M. Baragiola shared:

> **"Going out to see what it was, she observed a saucer-shaped landed object only 20 meters away. It was brightly luminous and sitting in the middle of the courtyard. A bright red beam came from the object and struck her, and she found that her legs were paralyzed."**

"Putting her hands up to her face for protection she now found she was completely unable to move. She remained immobilized for many

minutes until the red beam was extinguished. At this time the object ascended vertically, then flew off rapidly to the south barely clearing the wall that surrounded the courtyard. Before it disappeared, she was able to observe several human-looking figures through square portholes that encircled the craft."

"These beings moved back and forth, passing each other, and were visible from the waist up only. Landing gear imprints were found at the landing site, and several small potted trees had been burned."

"Mrs. Casalvieri had first-degree burns on her face and hands, and parts of her nurse's cap and clothing were singed. Also, her watch, which had stopped at 1:30 am, was found to be radioactive, as was her ring." cm

Australia

Smithfield, Australia: On September 16, 1957, Les McDonald and Gladys Smith encountered a UFO at Smithfield. According to them, they saw a red light on the object that was changing to green. As they stood watching, around them, a spread a mist and covering an area of about 100 meters. It was then they felt a warm glow and became paralyzed. "They had no fear but were merely cognizant of things as they were without being able to react." This sensation lasted two minutes. cmi

EM-Moe, Australia: On February 15, 1963, a farmer and his son were in the dairy when they saw a thick grey disc about 25 feet wide. The UFO was said to have a dome on top and protrusions.

> **"The spacecraft came straight down towards the farm and stopped at 75 to 100 feet off the ground. The UFO produced a "whistling sound."** **cmii**

According to the story; the animals went crazy. The horses reared up, and the cows did somersaults. The animals remained affected for several days after the incident.

Brazil

Campinas, Brazil: In September 1957 several men suddenly noticed a disc-shaped UFO at Campinas, Brazil. The UFO had a dome on top and the bottom as well as portholes. The UFO was resting on a tripod landing gear and was 50 meters away in the distance. It was then a door opened on the craft, and three small men appeared. They wore tight clothing and seemed to be 1.70 meters tall. The three aliens walked around the craft as if inspecting it. According to the Nachrichten, the UFO was on the ground for 20 minutes before leaving the area. [cmiii]

Canada

Bengough, Saskatchewan, Canada: On February 19, 1968, a UFO was reported hovering around a farm in Bengough, Canada. According to the book; "*UFO Evidence*" the witness felt a tingling sensation.

> **"The UFO had a dome on the tip and emitted a "high-pitched whine" as it maneuvered and hovered over the farm."**

"The witnesses shared the animals did not like the effects from the electromagnetic fields from the craft's propulsion drive. The dog reportedly "cowered in the snow" and the "cattle bolted." [cmiv]

Chile

Arica, Chile: This next case is fascinating in that it appears an officer was abducted and possible time travel occurred. On April 25, 1977, at 4:00 am Corporal Armando Valdes, and a patrol of six men was camping when they encountered a UFO. Private Rosales informed the corporal that two violet lights had landed. One of the objects was illuminating the area. At 4:15 am, the corporal left his men to get closer to the lighted object. The next thing he remembered was awakening by the campfire "feeling strange" after 15 minutes had elapsed. He had returned to his men, cryptically saying:

"You don't know who we are nor where we are from. Soon we will return."

He fell unconscious again and didn't come to until 7:00 am. The "*International UFO Reporter"* tells us; "the violet disc, flanked by bright red spots, disappeared about a half hour earlier. In the morning, it was observed that the corporal's beard had grown as if

five days had passed. Also, his digital watch had stopped at 4:30 am, and the day indicator had advanced by five days! The corporal can't remember anything that happened in that 15-minute period.” cmv

England

Horse stops | Epping England: In December 1963 a riding instructor witnessed her horse stopped dead in its tracks refusing to move forward when in a nearby field a UFO took off. According to the case. Pauline was riding her horse when all of a sudden it refused to move. Pauline then heard a noise coming from the field. She finally went to the spot and found deep, indented marks in the field. She shares: “It was about eight feet across.” cmvi

France

Cenon, France: On September 17, 1954, a man was bicycling near some woods not too far from his home near Cenon, France when he encountered a UFO. According to the story the man “first felt a strange prickling sensation as if he received "an electrical shock." Then he was “overcome by a feeling of paralysis over his body.” France Dimanche tells us:

> **“As a result, he had to stop and get off his bike. While paralyzed a small human-like figure began to walk toward him. Dimanche said; the entity looked like a living being but was smaller than a man.”**

“The small being attempted to communicate with him, however, whatever language was being used, the bicyclist could not understand the humanoid. The humanoid went back to his ship and departed. The bicyclist soon recovered from his temporary paralyzes and went home.” cmvii

Nord department, France: On October 1, 1954, around 4:00 pm a man and dog watched as a UFO dive toward them, then climbed back into the sky at Bry, Nord department, France. Author and researcher Jacques Vallee tells us: “The UFO was white and luminous. When the object approached their location, the human and the dog were said to be temporality paralyzed.” cmviii

Le Mans, France: On October 5, 1954, at 6:30 am Renault employees on the way to work observed a luminous UFO on the

ground at Le Mans, France. The Flying Saucer Review shared: “We were going to work when they saw near the road an object.”

“It was about that time, they all felt a prickling sensation and partial paralysis.”

According to the case, “a flash of green light, the object was seen to lift off and speed away over the treetops.” [cmix]

La Fere, France: On October 6, 1954, at 9:30 pm soldiers near the military barracks in La Fere, France saw a strange torpedo-shaped object on the ground 300 meters away. One of the soldiers approached the craft and was temporarily paralyzed. [cmx]

Althen-des-Paluds, France: On October 7, 1954, at 2:30 pm Rene Margaillon, a farmer, was traveling between Monteux and Althen-des-Paluds, France when saw a metallic object that had landed in a field. The UFO was shaped like a "sphere" about 2.5 meters in diameter. According to the account, the witness gasped for air and felt "paralyzed." [cmxi]

Lavoux, France: On October 9, 1954, around 7:00 pm a man was riding his bicycle at Lavoux, France when he suddenly saw a figure in a diving suit aiming something at him. Aime Michel tells us: “The human then saw a beam being shot at him and felt a paralyzing force against his chest. While paralyzed the bicyclist said the alien (humanoid) had very bright eyes and wore two lights on the front of his chest. The humanoid was on the road for one minute and then departed into the woods.” [cmxii]

La Carie, Nievre, France: On October 11, 1954, at 4:30 am two men, Messrs. Gallois and Vigneron, were driving from Clamecy to Corbigny when they had an encounter with a UFO near La Carie, Nievre, France. The two men first noticed their car headlights died and then they felt an electric shock to their bodies. While paralyzed and in pain, the men noticed a spaceship about 50 meters away. The craft was "cylindrical and fairly thick in shape." At the same time, they saw "three small men that went back to their ship." Once the ship left, they could regain their muscles and coordination. [cmxiii]

Mazaye, France: On October 16, 1954, at 5:30 pm Mr. Bachelard was driving a light truck in Mazaye, France when he encountered a UFO. While driving along the road his engine faltered and felt

paralysis coming over his body. Then as he looked over towards the field near the road and observed a brown colored object that was 10 meters long and 2.5 meters high. The UFO gave off no light, was utterly silent and appeared to have no door. cmxiv

Bailloler, France: On October 16, 1954, Dr. Henri Robert, a veterinarian, was driving along when he noticed four circular objects at the height of fewer than 1,000 feet in Bailloler, France. According to Dr. Robert, the objects were moving in a formation when one suddenly descended from the others to the ground. The UFO came within 100 yards of his car.

Michel Rodeghier tells us: “It was at this point, Dr. Robert he felt an electrical shock run through his body and his car engine and lights died. He soon felt total paralysis and then saw a small humanoid about three feet tall. Not much time passed when the lights on the UFO went out, and the surrounding area was completely dark. After this occurred, his car lights and engine started again, and he could see the UFO was leaving the field.” cmxv

Cabasson, France: On October 17, 1954, around 2:30 pm a man was hunting with his dog near the junction of the Brillance Canal and the Durance River, Cabasson, France, when he experienced a UFO. The hunter came across a gray object, about four meters long and one meter high on the ground about 40 meters away.

The UFO had a dome and door from “which two helmeted figures emerged.” It was then the hunter's dog attempted to approach the ship and was soon paralyzed and retreated. According to the story, the hunter fled the area. cmxvi

Reims, Marne, France: On October 17, 1954, a man was returning from fishing when he spotted a brightly lit cigar-shaped object resting on the grass near the canal at Reims, Marne, France. According to the research of David F. Webb & Ted Bloecher: The fisherman approached the ship and shared:

> **“it was about 26 feet long and 7 feet high. The man observed very short (less than four feet) men appear from the metal hull of the craft.”**

“The witness tried to get closer, but the beings rushed back inside the object at surprising speed. Just then the witness was paralyzed by a red beam of light coming from a porthole in the craft, which turned yellow. The object took off and flew rapidly towards Tinquex. The witness was then able to recover his freedom of movement.” cmxvii

Coheix, Puy-de-Dome, France: On October 18, 1954, around 5:30 pm Mr. Bachelard driving four miles from Coheix, Puy-de-Dome, France when he came near a UFO. Bachelard “was driving around a bend in the road when he felt half paralyzed, and his van's motor began missing and slowed to 20 mph”. He looked over and noticed a UFO hovering in a nearby field. He shared later to authorities the object was elongated and was about 30 feet long. According to researchers Richard Hall and Mark Rodeghier, a police investigation was conducted. cmxviii

Turquenstein, Meurthe-et-Moselle, France: On October 20, 1954, at 6:30 pm Mr. Schoubrenner was driving his truck in Turquenstein, Meurthe-et-Moselle, France when he discovered an odd object blocking the road ahead of him. As soon as he slowed down to within 60 feet of the object; The "engine died, and he felt paralyzed."

Schoubrenner shared: “My hands were as though they were glued to the wheel.” It was also at that point he felt a “sensation of heat inside his vehicle. The craft looked like an inverted cone, the lower part phosphorescent, the middle dull, and the top luminous with a yellow or orange point.” Michel Rodeghier states: “the UFO quickly rose and left to the northeast; the sensation of heat vanished, the witness could move, and the engine was restarted.” cmxix

La Roche en Brenil, France: On November 5, 1954, at 10:10 am a Frenchmen discovered an orange glowing UFO resting in a local pasture at La Roche en Brenil, France. Approaching the ship, they could hear the ship giving off a humming sound. They soon turned their attention to "three figures wearing dark colored coveralls close to the mysterious craft.”

It was at this point the Frenchmen saw a beam like light coming in their direction from one of the humanoids. “One Frenchman fled and recalled experiencing a prickling sensation on his head. An

investigation of the incident discovered a circular area about nine feet in diameter covered with an ash-like substance.” [cmxx]

La-Tessoualle, France: On November 8, 1954, during the evening a witness reported seeing a blue disc-shaped UFO approach his car. Soon after his car engine died and the headlights went out. The man then felt a prickling sensation on his hands and was paralyzed. The story says that when the UFO left the area, the witness was able to recover quickly and he could move and start the car. “The UFO, which was five to six meters in size, now appeared again 200 meters away. As he drove towards it, the object again turned off the blue light and flew away with a soft whistling sound.” [cmxxi]

Buchy, France: On November 13, 1954, at 3:30 am a motorist came across a UFO at the intersection of Routes N28 and N319 at Rouen, France. As he approached the UFO in his car, it was luminous and “gave off flickering green-white rays of light.” As he passed the UFO his car's electric system began to short, and his engine sputtered but did not fail. He then "experienced paralysis and a prickling sensation.” [cmxxii]

Serdon, France: In September 1956 around 12:05 am a man and woman, both in their early twenties, experienced car trouble. They were able to restart the car but then saw a UFO overhead hovering about 200 meters in altitude.

> **“The witnesses described the UFO as 100 feet in diameter. The witness "experienced a tingling sensation" over his body as the UFO hovered over him. The UFO hovered in the area for some time while the witnesses hid.”**

The spacecraft eventually left, first vertically, then made a right-angle turn.” [cmxxiii]

Valensole, France: On July 1, 1965, at 5:00 am a farmer (Maurice Masse) spotted a UFO that looked like a rugby ball with four metal legs.

> **“Near the craft was a small human form about the size of an eight-year-old child. The farmer said the craft took off and disappeared. He relayed to others "I couldn't believe my eyes.”**

Local police (at Valencia) went to the landing site and discovered firm ground where the ship rested and tracks left by four landing gear imprints. Officials commented, "We don't think it was a gag."

According to the local paper, while hoeing his field, he heard a sound, and when walking around he witnessed the craft 30 meters away, He said the craft was the size of a "Dauphine," a French car. The craft had a dull, flat finish. Masse said the football-shaped craft reminded him of a spider.

Looking at the craft, Masse said the craft had a second person in the ship that looked like the one on the ground.

Masse also relayed to authorities the two small humanoid aliens pointed the pencil-like device at the witness, paralyzing him. cmxxiv

Italy

Erba, Como, Italy: The next case comes to us from author and researcher Albert S. Rosales. Since he has written many books on the subject of humanoids, I will shorten the content here and recommend you read some of his books. On October 18, 1954, during the evening hours, Renzo Pugina was parking his car when he observed a UFO at Erba, Como, Italy.

> **"Pugina ... observed a strange figure at the top of the steps, near to a tree." "The creature was 1.3 meters tall and facing to the right. The creature was surrounded by soft, warm light and appeared to be wearing armor. It wore a helmet with a transparent visor, and it seemed most of the light emitted by the creature was concentrated at the top of its head."**

"The creature held a flashlight type device in its right hand, and it was directed at the witness, who instantly felt paralyzed when struck by a beam of light. He remained unable to move for some time. Once Pugina was able to grasp a bunch of keys in his hand he regained control of his body."

The creature took off and "Pugina ran after him, but the creature disappeared around a curve. The entire sighting lasted but a few minutes. His wife was at home asleep, but she woke up when Pugina made a hasty entrance. She saw he was in shock and could not speak and was shivering." cmxxv

Updated information on the case: The newspapers carried the news that Renzo Pugina, a 37-year-old man known as a reliable and serious person, when entering his home during the night after driving his car into the garage, suddenly saw a strange 'creature' standing near a tree.

“The 'creature' was less than five feet tall wearing a 'luminous helmet." "The mysterious being, upon seeing Renzo, pointed a beam of light in his direction emitted from some hand-carried device."

“At this moment, says Renzo, I was left stiff and ground-stuck, unable to move. I got scared and gripped hard my keys to the garage.”

“Then I went towards the strange creature, screaming.' Renzo added to this that the 'Martian' lifted himself up in the air from the ground making a little noise.”

“When Renzo came back into his house, still under the shock of his experience, he told his wife about what had just happened. He went to bed, shivering with a convulsive shaking." cmxxvi

Melito, Italy: On October 21, 1954, around 8:00 am a young man walking in a field heard a rustling noise and saw a strange craft land nearby. The young man decided to approach the ship and quickly noticed a pilot in a diving suit coming out of the craft. It was then a paralysis overcame him. Luckily "a dog barking about 100 meters away caused the rapid escape of the pilot into the craft, which took off.” cmxxvii

San Pietro, Italy: On January 11, 1963, at 11:00 pm a farmer was awakened by restless animals and went outside to calm them down. Fifteen minutes later he saw a machine some 44 meters long land in the village square and saw dark moving figures inside its transparent dome. “He tried to approach it but was paralyzed when at 10 meters." cmxxviii

The United States

There are several cases of paralysis from UFOs in the US Air Force project blue bookcase files. Here are just a few;

Boys Paralyzed | FBI case, Nebraska, USA: In a Letter from the FBI, two boys near Scotia Nebraska reported seeing a UFO on November 5, 1957. Two boys who were farming around 5:30 pm

witnessed an object descending to the ground. They at first thought the heard the sound of a helicopter and smelled burning fuel. The UFO descending looked like a balloon. It was then the two boys became paralyzed. Then the UFO ascended and disappeared. The Air Force concluded this case was unreliable and believed it was a balloon. cmxxix

I have to differ on the conclusion here and ask what balloon does the United States have that can paralyze two boys?

Betty & Barney Hill | Portsmouth, New Hampshire, USA: This next case is about the Betty and Barney Hill case. Interestingly, much is written about the couple but not their dog. On September 19, 1961, as the couple came across the humanoid crew members of the landed craft in New Hampshire, their dog "Delsey" was impacted by the proximity to the ship and alien beings. According to the transcripts of the case, their dachshund became nervous when the UFO first appeared in the sky. Further hypnosis on the couple revealed "Delsey" curled up in the car seat in a ball. The dog was said to be trembling violently. When the couple returned to their car, the dog was still curled up. cmxxx

Venezuela

Guarenas, Venezuela: According to the A.P.R.O. Bulletin on August 26, 1955, a silver sphere was zipping back and forth over the small town of Guarenas, Venezuela. The witness said the object was giving off a sound like "Bees." "The UFO did not race straight across the heavens. Instead, it zipped here and there, occasionally hovering. One witness claimed the passage of the UFO had an unusual effect on his body, raising goose pimples on his skin and causing a tickling sensation in his stomach." cmxxxi

Conclusion to Chapter 23

As mentioned previously it appears the aliens use paralysis for several reasons. If we believe the above stories we can deduce; extraterrestrials use a "stun gun" to;

1. "protect themselves from the human and animal reaction to their presence";
2. "protect humans, versus killing us on the spot";

3. “subdue humans, to study us or get away from us.”

Chapter 17: Extraterrestrials (Aliens) will communicate with Humans

“They questioned him telepathically”

In UFO cases over the world, we find a fair number include extraterrestrials attempting to communicate with humans. The form of communication usually depends upon the extraterrestrial species making contact.

For instance, we notice the extraterrestrial species looking precisely like humans attempt to communicate verbally with earth people. In some cases, these beings understood English, Spanish, French, German and Russian. However, at other times they use a language we do not understand.

For those extraterrestrial species that do not look precisely human (the grays, etc.) we find a tendency for them to use “telepathy and mental images” to convey their thoughts to humans. In other cases, we see some species use hand gestures while making unusual sounds.

From all eyewitness encounters collected to date we have varying (difference) alien species visiting earth. U.S. Army Sargent Clifford Stone in the Disclosure project mentioned the U.S. Army has cataloged over 45 different species. If this is true, this would indicate, the aliens would have adopted different languages and communications techniques than that of humans.

In the New Hampshire, USA, Betty and Barney Hill case communications took place on a verbal basis. In this chapter we explore the various ways extraterrestrials (Alien) attempt to communicate with man.

Speaking English

Binghamton, New York, USA: On October 20, 1954, Mr. White reported that he met two humanoids dressed in metallic suits on the golf course. They spoke English with a peculiar accent and said they would intervene in the event of a nuclear war. The UFO was round, disc-shaped with a glass ring on the rim. Ground traces included burnt soil in a circle 14 feet in diameter. cmxxxii

Speaking Spanish

20 kilometers from Arica, Argentina: On June 15, 1964, a miner reported a UFO descended and came to rest near Arica. The observer said the occupants of the spacecraft requested water from the man. According to the story, the two fair-skinned men emerged from the UFO which was 10 feet long and 3 feet wide.

“They spoke a mixture of English and Spanish and asked for water.”

The miner only had his car and obtained some water from the radiator, which the two men took aboard their ship. The machine then rose into the air and rapidly departed. cmxxxiii

Valencia, Venezuela: On September 4, 1967, at 5:10 am Police Officer P. A. Andrade was on duty at City Hall when he heard a humming noise and footsteps in a garage. He met a small being, 1 meter tall, with a big head and bulging, reddish glowing eyes, wearing a silver-colored, metallic-looking coverall (suit). Andrade pointed his machine gun at the creature, but a voice from a hovering disk said in Spanish that he should not harm the dwarf like creature. The dwarf (little man) then tried to convince Andrade to come to "their world," adding it was "very distant and much larger than the Earth, and with many advantages for Earthlings." When Andrade declined, the creature flew back into the object, which left. cmxxxiv

Speaking German

Man meets six alien humans | near Kearney, Nebraska, USA: This next story comes to us from two sources; the U.S. Air Force Project Bluebook files and Flying Saucer Review. The Air Force considered the individual in this case having a hallucination. On November 5, 1957, Reinhold Schmidt, “a grain buyer from California, was inspecting grain fields near Kearney, Nebraska” when he observed a UFO. According to Mr. Schmidt, he was "driving along a country road when his car suddenly stopped.” It was then he observed an unusual craft near some trees not far from the road.

“He went toward it, and suddenly two men emerged from the craft, inviting him aboard, where he remained for 30 minutes." According to Schmidt, he was able to meet four men and two women. He at first believed it was a Russian

craft but changed his mind when the individuals talked to him in English and high German. According to the story, Schmidt's parents were German, and he understood the spacemen."

Schmidt then left the silver craft, and it departed. In Kearney that day around noon several citizens reported a silver craft flying over the town. When Schmidt reported his sighting to authorities, they took him for his word at the police station. The Air Force came to the police station to meet Schmidt and placed him in an insane asylum for two weeks until he was released to his family and employer. From all accounts, it appears the Air Force attempted to keep Schmidt from telling his story to the public." cmxxxv

His story:

"I turned off the highway to the north to inspect a field. I went further north looking for a spot to turn around; when I came to a gate in the road. I stopped the car and was going to turn around. At this time, I noticed a flash of light coming from the river bed in front of me. I decided to go and see what it was. When I got within sixty (60) feet of the river bank, my motor stopped. I did not think much of this because I had been going over rough road and thought that perhaps some wires might have jarred loose."

"I tried the ignition key and stepped on the starter, but it wouldn't go. I then noticed this object down in the riverbed and at first, thought it might be a balloon that had crashed there. I got out of the car and started walking toward the UFO.

"When I got closer, I saw it wasn't a balloon but a ship on stilts. At this time a flash of light came out of the ship and seemed to paralyze me. I was approximately thirty (30) feet from the object."

"Two men came out of the craft and "asked me if I was armed and then searched me. After the search, I got to where I could move and walk again, and I asked them what the ship was and what they were doing. The UFO occupants said they couldn't tell me. I asked if I could see it closer and they said that as long as they couldn't leave for a few minutes, I might as well look at it. We started back to the ship and as we got close a door opened on the left side. When I got

in the ship, I noted with their four (4) men and two (2) women, they all spoke to me. They told me they could tell me anything about the ship."

"They did tell me not to be alarmed as I wouldn't be harmed. I was on the ship for twenty-five or thirty minutes. I then heard one gentleman say in German that they were ready for take-off. They then told me I would have to leave. They said goodbye and wished me good luck, and I stepped out. The door closed and the ladder came back into the side of the ship. I thought there would be a terrific blast, so I stepped back to the river bank, but there was no blast. It just went straight up into the air, and when it got above the trees about fifty (50) feet, it took off to the southwest. When it got above the trees, it changed color, turn in to a brownish color and then just disappeared." The Air Force concluded the individual was hallucinating. cmxxxvi

Now to the Air Force's credit, a background check was conducted on this individual. The Air Force found the witness had prior arrest records for writing bad checks and stealing crops as well as embezzlement.

Speaking Russian

Raon-l'Etape, Vosges, France: On October 20, 1954, at 2:30 am Mr. Lazlo Ujvari witness a dark domed disc. While observing the object, he was confronted by a man wearing a jacket, boots, and headgear, like a pilot's leather helmet. The spaceman pointed a gun at him and said something he could not understand. When Ujvari spoke to him in Russian, the man answered in the same language. He asked whether he was in Spain or Italy, and how far he was from Germany.

When he asked the time, Ujvari said "2:30." The spaceman took out a watch and said: "You lie, it's 4:00." Then he wanted to know how far away and in what direction was Marseilles. He forced Ujvari to walk with him on the road, and they soon came to a gray craft with an antenna on top. The spaceman left him there and went aboard. When Ujvari had walked about 200 meters from the craft, he heard a soft whistling sound and saw it fly straight up, then take an oblique trajectory. cmxxxvii

Speaking unknown languages

Spacemen, looked human and asked for Ammonia | Santa Maria, Brazil: In March 1954 around 5:00 pm Mr. Rubem Hellwig was driving his car when he noticed a football-shaped machine, the size of a Volkswagen, on the ground at Santa Maria, Brazil. Hellwig walked toward the machine and “met two men of slim build and average height.” He shared the spacemen’s faces were brownish and they wore no helmets. One of the spacemen was inside the object while the other collected grass samples. “They spoke to Hellwig in a strange language, and yet he said he understood they were asking for ammonia. He directed them to a nearby town. The craft vanished silently with blue and yellow flames.” cmxxxviii

The story continues the next day.

The next day in March 1954 Mr. Rubem Hellwig again had a second encounter near the same location. This time he met with a man and two women who had light brown skin, long black hair, dark, slanted eyes. The man was tall and had a fair complexion.

The three-space people wore one-piece garments of a fabric resembling suede, with zippers (suits). They told Hellwig that they were scientists, spoke of the natural riches of Brazil, and expressed surprise that he did not run away. cmxxxix

The moral of this story appears clear – that is, if humans become used to meeting aliens, perhaps we can adjust to their presence and not run away.

Speaking to Humans | rural uplands of Castile: On July 1, 1953, a cowherder, Maximo Munoz Hernaiz, witnessed a UFO in a remote part of the rural uplands of Castile.

“The youth told the editor of the Ofensiva that on July 1st at about 1:00 pm he had just sat down to start his day of tending cows, keeping the animals out of the farmer's fields, when he heard a faint whistling behind him. When he finally looked over his shoulder to check on the sound, he spotted a "Globo grande" (1 meter 30 centimeters by 31 centimeters) resting on the ground close by. He believed he was looking at a big balloon that had snapped its mooring

at some fair and had floated away.” He then realized the "balloon" glowed brightly like a street lamp and was brilliant grey in color.

“Maximo rose to his feet and approached the "balloon" with the intention of capturing it before it drifted out of reach, but before he got within arm's length, a door opened at the top of the "balloon" and three-small (65 centimeters) "men" jumped out.”

“The youth said the "men," (he used a Spanish expression that translated "little uncles") were squat, or thickset in limb, and had human-like, narrow-eyed, oriental facial features with yellowish skin.”

The "men" were dressed in "very smart blue-colored suits," and had on flat hats. “Also, on their arms, there was something like a 'metal sheet" which he was unable to observe due to the brevity of the encounter.”

“The tiny "men" came toward Maximo and stood around him, one on each side and one directly in front. The "men" addressed him in a language he did not understand, and his incomprehension must have annoyed them because the 'man" directly in front of him smacked him in the face!”

“The "little men" then returned to the "balloon," each one, in turn, grabbing some handle on the "balloon's" side which helped them enter it with a quick leap. Once all three "men" were inside the "balloon," it zoomed away "like a rocket." Frighten, the boy ran home to tell his father.”

“It was also learned that constables at the Honrubia Police Post, not very far from the "contact site," observed a strange object in the sky the same time as the encounter. Constable Crecencio Atienza Martinez was quoted as saying: “the affair at Villares del Saz occurred, we saw what appeared to be a greyish-white object which was stationary in the air, and then vanished shortly afterward. Its shape was very much like a ball. It left no trail, and when it disappeared, it went towards the east, having come more or less from the direction of Villares del Saz.” cmxl

Spacemen invite humans on craft | near Castelo Branco, Portugal: On September 24, 1954, at 10:00 am Cesar Cardoso and three others saw two individuals, 2.5 meters tall at Almaseda, near Castelo Branco, Portugal. Two spacemen emerged from the landed craft and

gathered flowers, shrubs, and twigs in a shiny box. They were dressed in shiny clothes (suits). According to the witnesses, the spacemen spoke in a different language and invited them aboard. The story does not state whether the four humans took the extraterrestrials (spacemen's) offer. cmxli

Asking directions to Paris | Chaleix, France: On October 4, 1954, Mr. Garreau, a farmer, saw an object the size of a carriage land in his field. Two men of average height emerged through a sliding door. They wore khaki overalls (suits) and were of the European type. They shook hands with the witness and said something like "Paris? Nord?". Paris Nord translates in to English as "Paris North"? The spacemen gave a pat on the back to Mr. Garreau's dog and took off at an amazing speed. cmxlii

Updated information on the case: A Dordogne farmer saw two normal men, of European type, dressed in khaki overalls. "They came down from an object which had landed in the vicinity, approached the farmer and shook his hand, asking him: Paris-Nord? Awed by stupefaction, the fanner was unable to answer. The two strangers stroked his dog and boarded their engine. They lighted up some electrical lighting and the apparatus flew away rapidly and noiselessly, without smoke or spark, at a dizzy speed. Owing to fog and semi-darkness, the witness was unable to observe exactly, and gave the following description: The object had the trunk of a big cart, and the form of an oval 'oval soup-tureen' streamlined to the front." cmxliii

Saskatoon, Canada: On September 19, 1963, at 8:00 pm four children saw a bright oval object hover in a field and drop something. Approaching the site, they were confronted with a 3-meter tall man, dressed in "a white monk-like suit," who held out his hands and made unintelligible sounds. The children fled in panic, and one girl was admitted to the hospital in shock. cmxliv

Nordic spacemen take a man on a ride: On June 11, 1968, during the evening Mr. Benjamin Solari Parravincini was walking home with he met a Nordic spaceman who showed him his ship. He fainted and was taken aboard the ship. Soon he awoke and found he was in the

presence of three men, whom all spoke a language he could not understand. He was given a ride around the planet and said he was able to see Japan and France from high above the earth. He was returned safely to the same spot he was taken. cmxlv

Wow, if this is a true case, it would have been an incredible ride!

Spacewoman approached a human | Lins, Brazil: On August 27, 1968, Maria Josa Cintra, who worked at the Clemente Ferreira Sanatorium, was awakened by a noise at Lins, Brazil. “At the front door was a "foreign-looking" woman of normal height, wearing light-colored clothes, and a headdress exposing only her face.

She spoke in an unknown language and handed Marie a mug and a glass bottle covered with beautiful engravings. Maria filled them. The woman said something such as "Rempaua," and went out to a pearl-shaped, bright object (sphere?) that took off with the sound of wings.” cmxlvi

Men try to communicate with aliens in UFO

Near Riachuelo, Rio do Norte, Brazil: On June 27, 1959, at 11:00 pm a Brazilian Army sergeant, Joao Batista da Costa, was driving his station wagon from San Paulo de Potengi to Riachuelo when he spotted something odd in the heavens. The soldier pulled over to watch, but the sky show was so strange he wanted other witnesses. He went to a nearby farm, and three men living on the property came outside to see what the excitement was all about. Dr. Fontes reported the incident:

> **“The UAO [UFO] was round-shaped, emitted red light and seemed to be made of metal. When it was far from the observers it looked like a kind of tub but, as it approached, it took the shape of a saucer with a small cupola (or dome) on top. It was approaching silently, making no sound”.**

“Then it suddenly stopped in mid-air at a low altitude, illuminating the ground with its strong red glow. It hovered over the place, motionless, for ten minutes. As it was close, Sergeant Joao Batista da Costa decided to make signals with the station-wagon headlights-but there was no response. The saucer moved away in a vertical

direction, making a noise that seemed identical to that of a turbo-jet. It was gone in just a few seconds." cmxlvii

Using Telepathy

Navy Commander interrogated by Humanoids |Derbyshire, England: On May 13, 1954, at 11:30 pm Navy Commander H. R. Penrose was driving toward home in Burton when a bright light appeared ahead of his car, heading towards him at Derbyshire, England.

> **"When it reached him, he experienced a crash and was thrown forward against the windshield. The car then seemed to be lifted from the ground, and he was moved through the air while the bright light stayed above him."**

"The car came to rest atop some metal railings, and he was lifted from it by a man in a one-piece uniform, who effortlessly carried him through an entrance on the underside of a large round object that was hovering overhead."

> **"He was taken inside to a room, which had some controls that were being operated by men and women with short hair in coveralls (suits). They questioned him telepathically about his naval experiences and his work with radar, then a woman injected some green fluid into his arm, after which he had no more conscious memories of the experience."**

He was found in his car atop some iron railings that had been knocked down. He was suffering from a concussion and was taken to a hospital. After his recovery he revisited the crash spot and succeeded in finding a railway signalman who said he had seen a car, with an extremely bright light above it, go past his signal box. cmxlviii

Special Note: This is the first case I have come across with information regarding a "green fluid" used to erase memories. We have known, through many cases, most experiencers do not recall their visits on spaceships. If this is a true story, then it provides a clue to how the memory is erased.

Man meets peaceful spacemen |Mount Eba, Italy: On April 30, 1962, during the evening, Mr. Eugenio Siragusa shared he met two

extraterrestrial men of average height at Mount Eba, Italy. The spacemen wore diving suits, with belts emitting intermittent yellow-green, blue light. According to Mr. Siragusa, the two spacemen delivered a peace message to him in Italian.

> **“According to Signor Eugenio, he has met these alien visitors two times. On April 30 he said he was communicated to by what we call "Telepathy." In his first meeting, he was told the two cigar ships he witnessed were Alpha 2 and Alpha 8. Each was 800 meters long and could hold 500 saucers.”**

On his first encounter, he was traveling up Mount Etna when he witnessed a ship in one of the craters. The location was wooded and private. Under an oak tree near the crater, Eugenio claimed he met two spacemen. The two men were wearing some space helmet and suit. They were wearing a belt flashing at intervals the colors yellow-green-blue which gave him a feeling of tranquility. They then said to him "Peace be with you." He shared:

“I was so dumbfounded that I was not able to ask them a thing.”

He looked down and saw a saucer, about 15 meters in diameter in the crater. Upon listening to the two men: part of the message was to “desist from H-bomb tests and to disarm our hearts.” cmxlix

Communicating by word or gestors

Occupants speak to children | Hemmingford, Quebec: On August 7, 1954, around 7:30 pm Gabriel Coupal, age 13, and another boy were out riding a horse when they saw a bright, nine-foot-wide sphere land 150 feet away from them at Hemmingford, Quebec.

> **“After landing the sphere turned black. A door opened, and "a big tall man with big round eyes" got out. He was dressed in a skintight black rubber diver suit that covered his entire body except for his head and was carrying what looked like a "machine gun.”**

The boys recalled a sound that was like the buzz of bees. As the spaceman approached, the boys turned their horses in fear and galloped toward their home. The UFO then rose and followed them to

the point it passed close by them. This time the UFO landed near the horse barn. The boys recalled;

> **“In the moonlight, the landed UFO looked "like a soap bubble," and three men were seen walking around it.”**

Mrs. Coupal telephoned Hemmingford to get another witness, but when three more people arrived the object took off, glowing orange. It had been present for an hour or more. There was a circle of flattened grass 30 feet in diameter where the object had rested." [cml]

Special Note: several other sources quote the case happened on August 10, 1954, at 9:30 pm. The other sources also declare the UFO landed in their yard. Mr. Coupal and his oldest son went to the field where the children had been playing and saw an orange object rise from the ground and speed off to the west. The grass was flattened down over a 15-meter area, with two tracks about five meters long. [cmli]

Rasses-Pyrenees, France: On October 7, 1954, M. Manes Guesurtia of was on his way to work when he noticed at a distance a strange object that seemed to be shaped like a mushroom.

> **“Walking across the field toward it, he saw on the grass two red engines about 2 meters in diameter. Besides them stood two little men about 80 centimeters tall. The two little men gestured to him, indicating that he should enter one of the machines."**

“They entered the other one, and it rose into the air without a sound. Looking through the open door of the other object, M. Guesurtia saw a third little man. Suddenly, the door was closed and the second object also took off, displacing a slight current of air. Neighbors said that they saw nothing, but they found the grass on the prairie crushed and yellow.” [cmlii]

Tripoli: On October 23, 1954, at 3:00 am a farmer saw a flying craft descend to ground level about 50 meters away, with a sound like that of a compressor. “It was an egg-shaped machine with six wheels and complex machinery. The top half was transparent, flooded with bright white light.”

> **“Aboard were six men in yellowish coveralls (suits), having human faces and masks. When he touched part of**

the craft, the witness felt a strong electric shock. One of the occupants motioned for him to stay away. For the next 20 minutes, the witness was able to observe the six men, apparently busy with instruments. Reliable investigations were made."

"An Italian farmer saw a flying craft descend to ground level about 50 meters away with a sound like that of a compressor. It was an egg-shaped machine with six wheels and complex machinery. The top half was transparent and flooded with bright white light."

"Aboard were six men in yellowish overalls, having human faces. When he touched part of the craft, the witness felt a strong electrical shock. One of the occupants motioned him to stay away."

For the next 20 minutes, the witness was able to observe the six men busy with instruments. The craft then rose silently to 50 meters then took off at 'dizzying' speed. Reliable investigations were made, and the imprint of six wheels was visible." cmliii

Porto Alegre, Brazil: On November 10, 1954, an agronomist and his family in their car saw a landed disk. From the disk emerged two men of average height. The men had long hair and wore coverall-like clothes (suits). The witnesses then shared the spacemen approached their car with their hands and arms raised. Apparently, the sight was too much for the witnesses to handle as they took off in their car. "As the frightened witnesses sped away, they saw the men re-enter the disk, which rose and flew off at very great speed. cmliv

Abductions

This book does not intend to discuss abduction cases however, this next case is similar to the Betty & Barney Hill case. The Betty and Barney Hill case took place between September 19-20, 1961 in New Hampshire, USA.

Abduction at Rosario, Argentina: On May 2, 2001 around 2:00 am a woman found herself being lifted up into the sky by a beam of light. The abductee said she was oriented vertically as she floated upwards. During this period of floating she was able to move her arms and look around. She then looked up and approached a "powerful light that seemed to emanate from a hole in the sky."

“She then noticed three humanoids floating next to her, who accompany her through the orifice. Looking down, she could see the roof of her house, then watched as the house became smaller, and then the city of Rosario itself faded into the distance. As she continued to ascend into the sky she fell asleep, but an intense cold wave woke her up, and she heard what sounded like a metallic hatch closing.”

The woman reports: “She noticed she had entered a dark room through a hexagonal opening. As her eyesight adjusted noticed that she was in an immense room with about 20 floating cots, each with a human figure on them. To her right, she noticed her 45-year-old sister asleep on one of the cots. She also recalled seeing a black skinned man lying about four cots away. In the background, she could hear a low steady snoring sound. She began to hear what appeared to be low "voices" that spoke very quickly among themselves.”

“Almost at the same time three humanoids approached her. They were about 1.60 meters tall, very thin, with elongated hairless heads, two small holes for noses, and cat-like eyes that glowed a bluish-gray color. Their hands had three large fingers connected by a membrane and a separate finger or thumb. Their bodies were beige-pale and appeared very flexible, almost gelatinous. They possessed small mouths and what appeared to be a small protuberance on top of their heads. She sensed there were both females and males present but could not see any sexual features. At this point, she sensed desperation from the beings as if their time was short because their species was unable to reproduce.”

“One of the beings seemed to measure her cranium with a thin tube about 30 cm in length that emitted a beam of light from the tip. As the tube or bar was passed over her head, she felt a slight sensation of warmth. She also sensed that the aliens had chosen Earth for a reproduction staging area, acquiring the necessary materials, which were human genetic materials from both genders. She could hear other thoughts or speech in her mind, and felt that the beings talked about her and her knowledge.”

“At this point, another one of the beings seemed to measure her face from ear to ear at the same time telling her via telepathy that everything was going to be fine. The witness felt that the aliens needed human bodies as some breeding "container" for their survival purposes."

“She became terrified as the three humanoids approached her to touch her. She asked them if they are spiritual beings and they answer yes, but she felt it was only an attempt to manipulate her mind. One of the humanoids attempted to touch her breasts, but she pushed his arm aside and noticed that it had a gummy texture with no apparent bone structure.” cmlv

This case, is very common among abduction cases. The humans are brought aboard a ship for close physical examination. In this case, the human recalled much of her encounter, which is also common, though usually in portioned segments “like a spliced film”. The species of humanoid in this case, appears to be the gray type alien though, the witness does not state this as the case. The other clue here is the eyes. The typical gray is said to have large almond colored eyes. Cat like eyes are not usually reported during the gray and human interaction. Therefore, we do not know the alien species that abducted this woman.

Conclusion to Chapter 24

In this chapter, we read several cases of Extraterrestrial beings attempting to communicate with human beings. In each of the above examples, the entities appear friendly and interested in knowing more about humans. We call these encounters "Contactees" as they are benign in nature.

Cases, where humans are taken against their will and studied aboard extraterrestrial ships, are considered "abductees." Though in many abductee cases, the entities are interested in exploring the human anatomy, for the most part, are friendly. The tests conducted can be harmful to humans (burns, penetration of medical instruments through the navel).

The beings in this book speak our languages – German, English, Spanish and Russian. Many of these visitors have different appearances suggesting different species visiting earth. According to

the U.S. Army, over 45 to 50 different alien species are visiting the planet earth (quote: Sgt. Clifford Stone) [cmlvi]

Chapter 18: Motherships and Fleets

“They were in a 'V' formation and were flying pretty high”

We need to think of Motherships as Aircraft carriers, transporting smaller spaceships, equipment, and staff to regions of our world or other planets.

Today more than at any time in the world's history, citizens can observe UFO motherships and UFO fleets over their countries.

Motherships are massive spaceships that carry smaller vessels over vast distances. The “exploration” type mission of the motherships appears different from our modern Aircraft carriers; however, both serve a similar purpose.

Mothership / Aircraft carrier similarity 1: The mothership and the Aircraft carrier transport men and women, equipment, and smaller aircraft around the globe. Motherships launch and retrieve their smaller ships while hovering in the skies, while Aircraft carriers launched jets, planes, and helicopters while on the Ocean surface.

Mothership / Aircraft carrier similarity 2: The motherships and Aircraft carriers are huge vessels. American, Chinese, and Russian Aircraft carriers can approach 1,000 feet in length, while the large disc and cigars motherships can be 1 mile or more in

diameter or length. Some researchers have found NASA photographs from JAXA revealing larger ships (in space) that are two (2) miles in length.

These alien motherships' length is quite staggering when we understand the world's largest commercial airplane; the Airbus A380 is at 238 Feet.

While human-made Aircraft carriers are loaded with equipment and personnel to defend our nations, the UFO / UAP motherships are designed to explore planets and life forms.

As for UFO / UAP fleets, videos and photographs document the existence of massive cigar ships with small discs and spheres being deployed. Whatever smaller sized vehicles these large ships carry, they seem to be on a reconnaissance mission worldwide. In this chapter, we will discuss motherships and fleets.

Conceptual design of the inner workings of a cigar ship

Fleets overhead

Budapest, Hungary: On June 10, 1947, a civilian reported a fleet of silver spheres over Budapest, Hungary. The UFOs flashed across the sky at high speed. Notes in the file reflect:

> **“It is extremely unlikely that the objects observed in Hungary were meteorites.”**

No other information of an official report was in the file. The Air Force could not come to a formal conclusion based on insufficient data for evaluation. [cmlvii]

Cordoba and Rosario, Argentina: On June 14, 1980, around 7:00 pm citizens of Cordoba and Rosario, Argentina reported a fleet of UFOs. Newspaper journalists interviewed airport personnel, meteorologists, and civilians of their experience. The objects reportedly appeared both as a single unit as well as in "fleets." The UFOs had various shapes:

- “luminous oval-spherical”;
- “spinning top”;
- “spindle-shaped”;

- and one sphere that emitted “an intense luminous ray that illuminated the surface of the river.”

It was also reported that at Cordoba Airport a UFO caused operations to be stopped for several minutes, as it was observed following the landing pattern of aircraft toward the airport. [cmlviii]

Traveling in formation

Toronto, Ontario: On April 19, 1952, at 10:30 pm 50 to 60 UFOs flew over Toronto, Canada. The UFOs were glowing pale orange color and traveled in a V- formation. [cmlix]

Gaillac, France: On October 27, 1952, at 4:00 pm 100 residents reported sixteen (16) UFOs over France. The observers said the discs were flying in pairs of twos, “side by side." Ground observers shared:

> **“In the center of the formation was a large cigar ship. The UFOs came from the southeast, remained in the area about 10 minutes and then continued on their way in a straight line.”**

Each disc was revolving during flight. [cmlx]

Vatican, Italy: On November 6th and 7th, 1954 a UFO fleet of forty (40) objects cruised over the Vatican. The Vatican and astronomical observatory employees saw this event.

> **“According to Italian diplomat Alberto Perego hundreds of people watched a display of numerous small lights like "white spots, sometimes with a short white trail" which formed and reformed in rough geometrical patterns resembling successively the letters 'V' and 'X', then separated into two "serpentine curves" which moved off in different directions.”**

Perego published his description of the event in 1957. At the time he had been amazed that no newspaper reports appeared and contacted several diplomatic colleagues and military officials about the events. No one acknowledged having any information.” [cmlxi]

Updated information on the case: The following sightings were shared: “At noon, a large formation of twenty machines, the largest formation I had yet seen, appeared from the East, flying towards

Ostia, and almost immediately after that I saw a similar night of twenty more coming from the opposite direction, i.e., from Ostia.

> **The two "V"-shaped squadrons converged rapidly until the vertices of the two "V"s met, thus forming a perfect "St. Andrew's Cross" of forty machines, with ten to each bar.**

The convergence occurred at an estimated altitude of 7,000 or 8,000 meters over the Trastevere Monte Mario district of Rome, and consequently right over the Vatican City itself." cmlxii

Special Note: Perego mentioned no one admitted to having any information on the sighting. I believe many people did see the phenomena, but were most likely fearful to admit it for reasons of embarrassment or ridicule. The 1950's was a period when militaries around the world used "ridicule" as a psychological tactic to prevent people from coming forward.

Golden Orbs| Devon, England: On November 20, 1954, residents reported twenty (20) golden orb shaped UFOs over the town Teignmouth in Devon, England. Mrs. V.E. Borkett and several other witnesses shared the flying objects maintained a perfect formation and sped southward over the Devon Countryside.cmlxiii

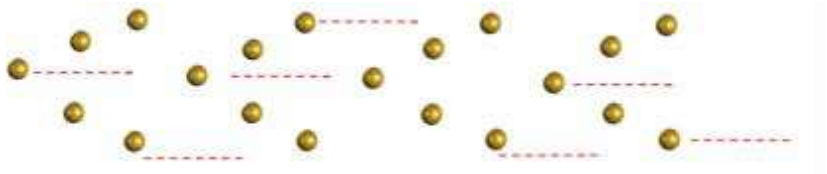


Figure 33 - Illustration of Sphere "Fleet"

Invercargill, New Zealand: On January 4, 1957, around 10:30 pm three individuals returning home observed three groups of dull, disc-shaped lights flash across the night sky from east to west. The observers shared:

> **"between 20 and 30 discs in each group and the whole formation moved in a V-formation as it disappeared into the west."**

"The viewers estimated the lighted discs to be about the size of golf balls and they were traveling at high speed." The '*Southland Times'* shared:

> **"Last Friday night a party attending a fire in Liddell Street saw several lights in the sky. One group of 18 discs, whose**

description corresponds with those seen last night, moved across the sky from the east. "Last night was clear and mild, but the previous Friday night [28 December 1956] the skies were stormy." [cmlxiv]

Yokohama City, Japan: On February 21, 1957, around 9:04 pm five individual groups of UFOs were spotted flying in V-formations over Yokohama City, Japan. The onlookers said the UFOs looked like yellow-orange lights. Using a 35mm camera, Mr. A. Komaki snapped a picture that shows the same lights that closely resembled the famous 1951 Lubbock lights photograph. Thousands of people witnessed the formation of silent UFOs for seven (7) minutes. [cmlxv]

Col Anahuac, Mexico: On December 13, 1957, at 9:35 am Mr. R. C. Cano saw 14 -15 circular, tapered discs over the Airport for 20 minutes. According to his report, the UFOs looks like a button flying sideways (circular) and oblique (disc) from the side.

The witness shared: "It was something very beautiful, I've never expected to see anything so nice, I've never believed I could see anything like it."

The witness drew several pictures of what he saw. The drawing depicts several formations. One looked like a stack of coins on a horizontal basis, then they changed to a vertical basis, then change to an inverted-V formation.

The UFOs were said to be very bright, and from his calculations, they must have been extremely large, about 80 meters in diameter. The Air Force concluded the object was "unidentified." [cmlxvi]

Curacao, West Indies: On August 23, 1958, at noon, an employee of the Royal Dutch Airlines at Curacao (West Indies) was sitting with his wife on their balcony when they observed a formation of eight (8) flying saucers. The UFOs appeared at 15,000 feet and moved with speed 3 or 4 times as great as an airplane. After a short while, the formation disappeared in the clouds." [cmlxvii]

Camp Kinser, Okinawa: On September 10, 1959, at 8:10 pm several army soldiers observed 6 to 8 UFOs for a period of 50 minutes over Okinawa. According to the observers, the UFOs were:

- “star-like”;
- “soundless”;
- “white/yellow lights”;
- “moved at jet-like speeds.”

The lights were moving horizontally in a straight line. They were said to be oscillating, rolling and darting. The objects disappeared from view rapidly ascending. According to the Air Force files, the witnesses stated the UFOs appeared moving horizontally at very high speed. It was oscillating, rolling and darting.

A teletype report was prepared and sent to the following commands: COFS Washington (DC), ATIC Wright Patterson Air Force Base, PACAF Hicham Air Force Base, 5AF Fuchu Air Station (Japan). The Air Force concluded the object was a meteor, though no evidence was in the file to prove this position.

This case is misidentified and should have been labeled "unidentified," meteors do not dart, oscillate or fly horizontally. In this case, we had several soldiers reporting a mystery object that was anything but a meteor, plane or balloon. cmlxviii

Alberta, Canada: On October 23, 1959, around 7:30 pm a man in Calgary, observed a fleet of UFOs. A letter from a Daniel Cole to Ray Palmer said:

> **“Now, I never used to be a believer in saucers until I saw, not one, but eleven of them on Oct. 23, 1959."**

“As usual, I stepped out to take my evening walk at 7:00 pm. I went to the end of the block to meet a friend who was also fond of taking walks. I will not name who it was here, but: I was saying, we were walking for a considerable length of time, so we started to walk back. It was 7:30 now; I often looked at my watch, just a habit, I guess. All of a sudden, my friend who had been gazing into the sky, saw them, tapped me on the shoulder and informed me. I looked into the sky and saw 11 oval-shaped, illuminated flying saucers.”

> **“They were in a 'V' formation and were flying pretty high and pretty fast. "The street was pretty deserted, and there was no one else there except us. "The saucers broke formation, were in a single file for two minutes, then they**

disappeared. They were in a formation for three minutes. "The whole thing lasted for 15 minutes." [cmlxix]

Quebec, Canada: On February 22, 1960, around 5:30 pm five people witnessed a fleet of UFO over Sarnia, Quebec, Canada. The witnesses, Canadian National Railway employees said the objects were not helicopters and that "their sound was completely unfamiliar." According to the UFO Investigator, the five UFOs "moved in a formation on two levels, each projecting a beam of light like a searchlight toward the ground." [cmlxx]

Mangamahu, New Zealand: On November 29, 1968, a commercial pilot Alan Harding and passenger were flying in the vicinity of "Mangamahu, New Zealand when they observed several UFOs in a formation. According to the UFO Investigator, the three objects were round, bright and pulsating. The UFOs had been in a triangular formation and flew across the front of the aircraft towards the west. The pilot shared:

“As we flew close to them they split formation and headed inland... at high speed.”

One of the objects “descended below hilltop level, appearing to land.” The other two UFOs hovered above the hills, then they regrouped and disappeared. [cmlxxi]

Enfield, Connecticut, USA: On April 12, 1977 two 17-year ladies reported a total of 20 UFO’s flying in formation above Enfield, Connecticut. The witnesses shared the UFOs were yellow. The objects flew in alternating formations (e.g.; diamond followed by arrow followed by wedge). One of the ladies shared:

“It scared me because I didn’t know what it was”.

The UFOs emitted no sound and then disappeared. ‘The Hartford Courant’ shared: “the objects were seen for one minute. Reports were given to police and NICAP in Maryland.” [cmlxxii]

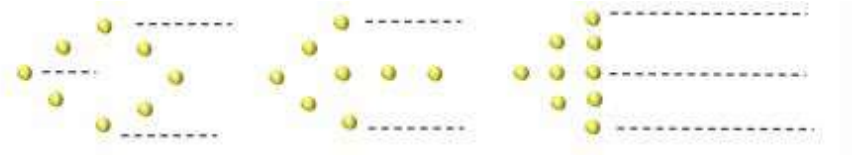


Figure 34 - Illustration of spheres in different formations

Motherships launching discs, spheres and cigars

Motherships carry smaller transport vehicles which are then launched to carry out their assigned missions.

Culver, California: On July 23, 1952 aircraft plant workers observed a cigar ship over Culver, California.

> **“Two small discs were launched from the starboard side," of the cigar-ship. The discs reportedly circled the area then re-entered the cigar ship.”** **cmlxxiii**

Vancouver B.C., Canada: This next case comes to us from the English magazine ‘*Flying Saucer Review*’. On June 24, 1957, Mr. Herbert Bennett was standing in his allotment at about 10:30 pm when he saw a fleet of UFOs, near Bakewell, Derbyshire.

Bennett turned towards the west and saw a bright object in the sky. It was traveling at great speed in a northerly direction. The UFO, looked like a small plate from the distance viewed.

“The UFO left behind a trail of one or more purple balls. These were followed by a further trail slightly golden in color. Mr. Bennett called his friend, Mr. Peter Johnson, of Church Lane, Great Long-stone. Together they noticed that this last trail led up further into the sky to a bright object about the size of a football.”

Figure 35 - Illustration - Spheres launched by Disc

After watching a few moments, the two men saw “smaller very bright objects --- silvery in color come down a short distance, leaving an orange and purple trail, and then they immediately returned to the parent ship.”

“The object made no sound.”

It was very hard to judge the height of the parent ship owing to the lack of cloud as a guide. The sighting lasted about ten minutes." cmlxxiv

Portuguese Air Force / Granada: On September 4, 1957, four jet fighters (F-84's) from the Portuguese Air Force from Ota Air Base were approached by UFOs near Granada. According to the pilots they encountered a mothership that released three saucers. The three saucers dived at the jet fighters then disappeared. Captain L.

Ferreira reported the incident to his commanders after reassuming formation and returning to base. The pilots were Captain Jose L Ferreira, Sergeant Alberto G. Covas, Sergeant Salvador A. Oliveira, and Sergeant Manuel N. Marcelino. [cmlxxv]

Plymouth, England: This next case comes from '*Flying Saucer Review'*: In December 1957, Mrs. Donne and her son observed a UFO in Plymouth, England.

On the Cornish side of the River Tamar, Mrs. Donne watched an object; she believed a plane on fire descending in flames toward the ground. According to her, the UFO suddenly stopped in mid-air and remained stationary for four minutes.

"It then leveled off in another direction, and out of the top came a grey cigar- shaped object, which made off at speed and disappeared."

"Mrs. Donne called her next-door neighbor, Mrs. R. Hooper, and together they watched the object." [cmlxxvi]

Santa Rosa, Argentina: On August 16, 1962, 25 to 30 people observed three or four UFOs departing from a 'mother ship' over Santa Rosa Argentina. After the smaller ships left, the larger vessel, they dashed off at great speeds towards the horizon. [cmlxxvii]

Highcliffe, England: On February 23, 1963, at 9:45 pm an oval object appeared green in color over Highcliffe. After hanging in the sky for 10 minutes, the witnesses saw several smaller objects emerge from the larger one, which assumed a vertical position. The smaller objects flew away and disappeared over the Channel. [cmlxxviii]

Lapland: On March 5, 1967, Yeoman Erick Soderstrom was at his home in Lovasen, Vilhelmina, Lapland when he witnessed a UFO. Looking out his window, over his barn was a cigar-shaped ship. The ship was "25 to 40 meters long and 4 to 6 meters high. The UFO hovered some 8 meters about the ground, partly hidden by a barn standing some 60 meters from the house."

When someone turned on the lights in the kitchen, the cigar ship emitted a whistling sound and disappeared to the north at a fast rate. As the larger ship took off a smaller object shot out from behind, the larger one made a turn and came back to hover 100 meters from the

house above a power line to near the original sighting place." Soderstrom shared the smaller disc was between 6 and 12 meters in diameter. [cmlxxix]

Astronomers at Montevideo, Uruguay: On March 16, 1967, during the day "personnel of Antares astronomical observatory saw an oval object with a dark-colored dome and an open hatch in the middle." According to the observers:

> **"three smaller oval objects ranging from orange to violet-blue emerged from the larger one (satellite objects) and took off at tremendous speed."** [cmlxxx]

Between South and Western Australia: This next case comes to us from several newspapers, including the '*West Australian (Perth)'* newspaper.

On August 22, 1968, around 5:40 pm an Aircraft VH-RTO was flying a charter run between Adelaide, South Australia and Perth, Western Australia when it came close to a UFO. The pilots, in this case, were Mr. Smith and Mr. Gardin.

"At the time of the incident, the plane was at 8,000 feet, flying at 190-195 knots. Gardin saw an object and woke up Smith. Ahead of the aircraft, at the same level as the plane, and 50 degrees to the right of Smith's seat." Smith said:

> **"I saw a formation of aircraft. In the middle was a large aircraft, and formatted to the right and left and above, were 4 or 5 smaller aircraft."**

The "Kalgoorlie Department of Civil Aviation advised them there was no known traffic in the area. Then radio communications with DCA Kalgoorlie were lost." All of a sudden the large main shop (UFO) split into two sections still maintaining the same level, and the smaller aircraft then flew out left and right."

"At this time there appeared to be about six smaller aircraft taking turns of going out and coming back and formatting in the two halves. Sometimes the two halves joined and split, and the whole cycle continued for 10 minutes. The smaller craft had a regular cigar shape."

"At 9:50 am the whole formation joined together as if at a single command, then departed at tremendous speed...departed in about 4

or 4 seconds, diminishing in size till out of sight.”

After the UFOs departed the radio communications resumed.” cmlxxxi

Quonset, Rhode Island, USA: On March 2, 1975, at 10:30 pm three people witnessed an egg-shaped UFO over Rhode Island launch many spheres. According to the witnesses, the egg-shaped object flew in short spurts or bursts of extremely fast to extremely slow. It then stopped and hovered for five minutes. Then the family observed two orange-white, ball-shaped objects drop from beneath the larger UFO and fly north.

Figure 36 - Illustration Egg craft launching orange spheres

Then the larger object moved again, picked up speed and disappeared on an inclined. During the entire time, the objects were silent (no noise). cmlxxxii

Isabella, Puerto Rico: On August 1972 citizens observed a giant egg-shaped craft hovering in the sky. The egg craft then moved in circles around the sky. It was then smaller egg-shaped crafts emerged from the larger ship and moved toward San Juan. One of the smaller shaped ships took up a position about 100 meters from the beach. cmlxxxiii

Small Tupi airplane, Brazil: On October 5, 1996, a large flying object came within 100 meters of small Tupi airplane with Brazilian company executives. The object stayed with the plane for 10 minutes. One witness tells us: “The object was cone- shaped approximately 50 to 60 meters tall and a base of 100 meters in diameter. The composition appeared to be some metallic substance. The object was spinning around itself and flying towards the sea. Wikipedia shares:

“Suddenly, the top edge of the UFO opened and a smaller UFO got out of the big one.”

“It inclined 45 degrees and flew away to the sky at an unbelievable rate of speed. Westendorff (witness) kept away from the object. Afterward, the big UFO also climbed upwards at a high rate of

speed, without making noise, wind, explosion or any other expected physical reaction."

> **"The Ministério da Aeronáutica (Aeronautic Ministry) kept a secret investigation of the object seen by Westendorff. A sergeant of Canoas air base was sent to Pelotas to get the deposition of Westendorff and the employees of Infraero. He was also informed of reports about the object and saw a drawing of the object."** **cmlxxxiv**

Mothership on boarding discs

Leckhampton, England: On April 30, 1957, at 9:30 pm another cigar shaped UFO appeared over Leckhampton, England. Several witnesses reported a large cigar ship was seen onboarding two smaller flying discs. Before entry into the cigar ship, both discs were seen communicating with one another by making light signals towards each other's crafts. cmlxxxv

Mass sighting of motherships and fleets

Soldiers report UFOs | Autobahn, Germany: On March 25, 1945 soldiers of the 6th Armored Division of the United State 44th Armored Infantry Battalion witnesses a fleet of UFOs in Germany. The '*UFO Investigator'* informs us; "Traveling along the Autobahn to Darmstadt they witnessed UFOs in a formation. The soldiers, not reaching the destination they ended up in a wooded knoll south of the city overlooking the autobahn."

"That very evening, John Norris and several others watching the autobahn observed six or seven bright yellow-orange circular objects approaching at 150 feet in altitude. They immediately woke up 30 troops and watched these objects pass among the trees as close as 60 feet from the camp."

"The objects followed a path but moved erratically." The UFOs appeared to be "individually controlled" as they moved up, down, forward and backward. "The light from the objects was bright enough to throw shadows of the trees and illuminate the men as they emerged from their foxholes. The objects were estimated to be three to four feet in diameter and traveling at no more than 10 miles an hour."

“The men were frightened and had crouched back down into their foxholes or moved to the shadows. Several stated they had the sensation of being peered at.” [cmlxxxvi]

300 people see Mothership | Vendee, France: This next case comes to us from Aime Michel and Herbert S. Taylor about a mothership witnessed by over 300 people in France. On September 14, 1954, 300 witnesses in Vendee France observe a mothership and discs. The following article was written by Herbert S. Taylor and describes an aerial event that had been told in Aime Michel’s book on the French wave *“Flying Saucers and the Straight-Line Mystery”* (1958). [cmlxxxvii]

Updated information on the case: The following material was updated by Dr. J Allen Hynek. At 5:00 pm, Priests, farmers and school children witnessed a luminous blue violet mist, and a cigar or a carrot-shaped object emerging from the thick layer of clouds. They stated:

“The object came out of the cloud layer in an almost horizontal position, slightly tilted toward the ground and pointing forward, like a submerging submarine." According to the observers, "this luminous cloud appeared rigid. Whenever it moved, its movements had no connection with the movement of the clouds, and it moved all of a piece as if it were some gigantic machine surrounded by mists.”

They continued: “It came down rather fast from the ceiling of clouds to an altitude which we thought was perhaps a half mile above us. Then it stopped, and the point rose quickly until the object was in a vertical position, where it became motionless.”

“It was an extraordinary sight, and we watched intently. All over the countryside other farmers had also dropped their tools and were staring at the sky like us.”

They continued described the cloud and mist. "After the smoke, the trail had vanished entirely, could we see the object that was sowing it. A little metallic disk, reflecting in its rapid movements flashed of light from the huge vertical object. The little disk then stopped turning around the luminous cloud and went down toward the ground again, this time moving away. For quite a few minutes we

could see it flying low over the valley, darting here and there at great speed, sometimes speeding up, then stopping for a few seconds, then going again, flying in every direction between the villages that were four miles apart."

"Finally, when it was almost a mile from the vertical object it made a final dash toward it at headlong speed and disappeared like a shooting star into the lower part where it had first come out. Perhaps a minute later the carrot leaned over as it began to move, accelerate and disappeared into the clouds in the distance. The whole thing lasted about half an hour." Other witnesses shared the same story." cmlxxxviii

We appreciate the retelling of this story as it clearly points out how the smaller ships are dispatched and retrieved by motherships.

San Lorenzo, Venezuela: On December 5, 1954, at 2:20 pm thousands of witnesses observed a fleet of flying saucers in the skies over the Daralt District, Zulia State. Among the observers were school students, several teachers, and many farmers.

"At 2:20 pm the whole town and many people in the oil fields, including 400 students from a college here, went out to observe strange crafts that whirled in the sky." According to the source, two of the boys fainted from excitement. One of the teachers was able to draw the unusual crafts on a paper. Francisco Ollarve, a farmer, who lives not far from Moue Grande, beside the highway leading to this city, stated to us that he and his wife had seen several large birds fall dead while flying in the area of the saucers." cmlxxxix

There are several cases on file where birds fall dead near saucers. These other cases reveal the flying fowl unintentional smash into hovering spacecrafts. The spacecrafts suddenly appear too quickly for birds to divert their path.

Yokohama, Japan: On November 9, 1956, around 10:36 am, thousands of people in Yokohama, Japan observed a fleet of UFOs in the sky. The Meteorology Station at Yokohama and U.S. Naval Meteorological Station at Oppama stated the objects could not have been weather balloons. cmxc

Caracas, Venezuela: On February 11, 1962; Parque del Este, Formations of UFOs, about 16 objects in all, were observed by many people. Sr. Carlos Pineda, at nearby Humboldt Planetarium, witnessed one of the UFOs, described as "a body giving off a brilliant light. . . moving at great altitude as if towards the moon." cmxci

Rio Cuarto, Argentina: On May 13, 1962, at 4:45 am, '*The Flying Saucer Review'* also tells us: "...a flight of 20 UFOs, displaying the most varied colors, were seen by numerous people in Rio Cuarto (Province of Cordoba). One saucer seemed to fall out of formation and come down like a shooting star to a distance of some 300 meters from an eyewitness's car."

> **"It could then be seen that it was a great fiery ball some 30 meters in diameter. Suddenly, from one side of this ball there shot out four small globes."**

"These smaller UFOs lined up behind the large ball, and together all five flew away keeping the same formation with the large ball in the lead. In the neighboring state of Mendoza, many people saw the same craft." cmxcii

UFO fleets off the wing tip of planes

Goose Bay, Labrador: On June 30, 1954, around 1:05 am, Captain James Howard of British Overseas Airways Corp and his crew were bound for New York when they ran into a fleet of unidentified flying discs near Goose Bay, Labrador.

> **"The fleet of unidentified discs appeared off the plane's port side bow at 5 miles, traveling at the same speed and the same altitude, approximately 19,000 feet."**

"According to the BOAC first officers, Goose approach radioed them to announce; "no planes were in the area." All witnesses on board the BOAC plane said the fleet of discs was in the company of one more massive UFO, which continually changed its shape. The Officers said:

> **"The shape of the large one continuously changed, however, its position relative to us did not, it was always about 90 degrees to port. This distance from us appeared not less than five miles, possible very much more."**

Goose Bay approach radioed the proper channels to have a fighter pursuit plane dispatched. An American fighter was dispatched to intercept the intruders, but by the time the plane arrived the fleet of discs had already departed. cmxciii

Puerto Rico: On October 9, 1972, Lt. Colonel Luis Maldonado Trinidad of the Southern Police District observed silent shining yellow globes rapidly moving through the sky. cmxciv

The UFO leader

Shanklin, England: On July 23, 1954, a garage worker reported seven (7) UFOs over the town of Shanklin. The observer said:

“there was six small objects and one large” ship.

According to him: “the small objects, he asserted, were out in front of their larger companion and were weaving about.” cmxcv

Motherships with occupants

Papua, New Guinea: On June 26 and 27, 1959 the occupants of a UFO made contact, with humans, by waving to the Reverend at Papua, New Guinea. This unusual communication of extraterrestrial beings waving to Father William B. Gill on June 26 and 27, 1959 was in front of other townspeople.

Dr. J Allen Hynek also looked into the notes of the encounter in his book "*The Hynek UFO Report."* The witness included Father Gill, five teachers, and three medical assistants.

The event lasted several hours as the group witnessed a disk approaching at 300 feet. As it neared the group, five men appeared on the deck of this object. When the people on the ground waved, these beings waved back. During this sighting, Father Gill noted there were a mothership and two smaller craft in the area. Father Gill thought these beings were "human," and the craft was some new American Craft.

The report indicates the alien craft was disc-shaped and silent. Furthermore, the humanoid beings were did not speak but rather waved to the witnesses below. Because the craft did not land and remained to hover at a distance, they did not get a close look at these

humanoids. Dr. James E. McDonald who later testified to Congress interviewed Father Gill.” cmxcvi

Discs circling the mothership

Cressy, Tasmania: On October 4, 1960, around 6:10 pm a 100-foot long cylindrical-shaped object and discs were seen over Cressy, Tasmania. The Reverend Lionel Browning (Church of England Minister) and his wife observed a long, dull grayish cigar-shaped object emerge from a rain squall from their home in Cressy, Tasmania around 6:10 pm. The Reverend estimated the length to be approximately one hundred feet.

This object was joined with five or six small saucer-like objects. Interestingly this story is followed up with many other eyewitnesses that used phrases like:

“It was a fantastic sight, like a lot of little ships flocking around a bigger one”.

Dr. James E. McDonald interviewed the Reverend in 1967. The RAAF tried to dismiss the sighting as an "Astronomical" event. Of interest in a NICAP report, Reverend Browning stated he "had kept silent until other witnesses in the area reported seeing unknown flying objects."

> **“The Cigar shaped object was seen while looking through the rectory window. There were four vertical bands of lines down the structure. The ship was traveling at an estimated speed of 60 to 70 miles an hour.”**

“The smaller ships were estimated to be traveling around 500 miles per hour. The larger object appeared to have at its end a jutted-out section, which looked like it had a small propeller.”

“The object stops over the Panshanger Estate three miles away from the observers. It was then five or six smaller objects appeared in front of the larger UFO. These smaller objects operated at a much higher speed and looked like "skipped stones on the water.”

> **“The smaller objects then placed themselves around the larger object and continued. The large object then entered the thunderstorm clouds and appeared to be heading for the**

western junction. He further stated he estimated the size to be at least 100 feet long at no higher than 400 feet in altitude."

"The size of the craft was estimated based on his knowledge of the size of the Viscount aircraft Reverend Browning would frequently see in the area." cmxcvii

Fleets near the water

Villa Dique Los Molinos, Argentina: On January 22-25, 1962 at 9:00 pm a squadron of 15 UFOs flew over the Dyke in Los Molinos, Argentina. Many local inhabitants reported some of the objects landed on the banks of the lake, while others moved around on the surface of the water, at no more than 200 meters distance from the eye-witnesses. The diameters of the objects varied between five and ten meters." cmxcviii

Massive Motherships

Yellow Cigars | off the coast of Alderney, New Channel Islands, UK: On April 23, 2007, at 3:00 pm two experienced airline pilots on separate flights witnessed two giant cigar ships (each a mile long) off the coast of Alderney. Today this encounter can be seen on YouTube. According to the videos and researchers, Jersey radar equipment did not pick up the object(s), although an air traffic controller said he had received simultaneous reports from the Aurigny and Blue Islands pilots.

"Aurigny's Captain Ray Bowyer, 50, said he saw the strange object during a flight from Southampton. He spotted a bright-yellow light 10 miles west of Alderney while his plane was about 30 miles from the island and at 4,000 feet."

"It was a very sharp, thin yellow object with a green area. It was 2,000 feet up and stationary," he said. "I thought it was about 10 miles away, although I later realized it was approximately 40 miles from us."

Figure 37 - Illustration of 1 mile long yellow cigar ships seen off Alderney

“At first, I thought it was the size of a 737. However, it must have been much bigger because of how far away it was. It could have been as much as a mile wide.” As he continued his approach to Alderney, Capt. Bowyer saw a second identical object further to the west. “It was the same but looked smaller because it was further away. It was closer to Guernsey.”

“Paul Kelly, 31, the air traffic controller who was on duty, said the Blue Islands pilot had made a similar report, but nothing had appeared on his radar. "The pilot from Blue Islands was en route to Jersey at the same time, and as he went past Sark he described an object behind him to his left,” he said.

“The description was very similar to Captain Bowyer's, and they described it as being in the same place. However, they were looking at it from opposite sides." The pilot told him the object had been 1,500 feet beneath his plane.

The Blue Islands plane was at 3,500 feet at the time so, again, both pilots placed it at the same altitude.” cmxcix

Conclusion to Chapter 25

In this chapter, we learned several new things about UFOs and motherships.

Motherships dispatch and retrieved smaller ships: As mentioned the mothership play an important role in transporting the smaller ships great distances. Some researchers believe the larger ships are able to “recharge” the smaller ships for their missions on earth and other planets.

Motherships come in different shapes: We do not know why motherships come in Cigar, Egg or Disc shapes. It could be these ships are from different extraterrestrial species who designed them that way, or they have different purposes by design.

Motherships usually remain still during dispatch and retrieval: The encounters above show that the crafts typically remain immobile as the smaller craft are emitted from, the larger carriers.

Today you can see a few videos on YouTube showing this or go to my website "UFOETDOG.com" and review my video on Cigar shaped ships to see this in action. Birds can die flying into UFOs: We discussed this fact learned from other cases.

The smaller ships perform the reconnaissance missions. The smaller ships have more maneuverability than the large vessels and also have the advantage of getting into smaller areas on the ground (military bases, nuclear installations)

Chapter 19: UFOs landing in Fields

Only on one occasion have I seen a UFO attempt to land in a field near my home. This occurrence took place in the fall 2012 at around 8:00 pm near soccer fields in Farmington, Connecticut.

Figure 14 - UFO Mexico 1991

I decided to conduct a satellite searches one evening and took a powerful flash light with me to illuminate the parking area. The sky was pitch black. I noticed another car in the parking area where the couple were also watching the stars. I decided to send a “SOS” message using Morse code into the sky as some white bright object was heading our way. It had nearly passed when I sent the message.

To my surprise, the thing diverted itself quickly and was descending to the grassy area near the parking area. The thing made no noise, had no propellers, no tail section and emitted a yellow light through its windows.

In fact, it looked like a “squared off” fuselage of the Bell Huey helicopter with no tail section and no top blades. I mentioned “squared off” as the Bell Huey has rounded features. This craft did not have rounded features on its fuselage. It was all angular, but had the same window configuration. A pilot’s window, a window down where the feet would be, a window in what appeared to be a side door and then a back window.

TWO RED LIGHTS ON TOP
YELLOW TINTED "ONE WAY" WINDOWS AND PORTHOLES
DOOR
NO PROPULSION SYSTEM SEEN
BOTTOM OF CRAFT DISPACED GRASS UNDERNEATH
UFO SEEN BY JOHN CHACE AND OTHERS - FARMINGTON, CT - SOCCER FIELDS 2012

The couple that had been “parking” suddenly started up their car, backed out and took off past my car. I found myself staring at something, just 15 feet away from me only 3 feet off the grass making no noise.

The weird thing was light from the craft revealed the grassy area underneath was moving, but the ship has no propellers!

Being all alone, I was overcome with fear. I looked at the yellow windows, they were lighted but imperious for me to see inside. Though I could not see through the glass I felt someone of human proportion was watching me.

As fear ran over my body, I jumped in my Jeep, backed up then took off down the county road. As I got into the Jeep, the object lifted off at a 45-degree angle and proceeded away from my direction to the nearby mountain range. The nearby mountain range had 5 huge satellite dishes which I suspect it want to look at.

This chapter will focus on UFOs that are landing, have landed or taken off from a landing site in fields, roads, and highways.

If you are interested in more information on a listing of UFO landings, I will direct you to "The Magonia Data Base, A Century of UFO Landings (1868-1968) by Jacques Vallee and scanned in by Don Allen. The List is very comprehensive on landings in the World. Also, a listing for 1965 can be found in the APRO Bulletin, January-February 1966, Page 8.

Africa

Landing, South Africa: On July 17, 1962, at 6:20 pm a strange shiny object, metallic in appearance landed on a farm near Loerie. Mrs. C Marx and her son confirmed the object landed on her farm. Other witnesses also saw the object. m

Pretoria, South Africa: On September 15, 1965, “a UFO landed on the highway at Pretoria, South Africa. Two policemen were observers to this event. The UFO looked like a sea of flames on the road. About ten seconds after they spotted it, the top shaped UFO ascended at high speed and took off to the north. There was no sound emitted from the UFO though they watched flames come from the back of the craft. A circular area on the highway appeared burned where the craft once rested.” [mi]

Argentina

Near Juyjuy, Argentina: In May 1962 around 4:00 am four men were in a pickup truck and ran out of gas. It was while they were waiting that they encountered a UFO. “All of a sudden through the rain, they noticed a bright light coming toward them thinking it might be a help when they realized it was not a car. About 200 yards away the could be some unknown object that veered off the road, then shot up into the sky. The UFO was round and luminous and had blinking lights.” [mii]

Near Parana, Argentina: In August 1962 man and wife were driving his car when he witnessed a UFO with an occupant standing near it on the road near Parana. As he approached the occupant and craft, a fair skinned human with very large eyes, waved him down. Mr. Gazua was shocked and drove on. The UFO and occupant were within 10 yards of Mr. and Mrs. Gazua's automobile. [miii]

Australia

Smithfield, near Cairns, Australia: On May 29, 1955, around 7:20 pm three farmers, among them Thomas Robinson, saw a strange light between them and Mt. Williams. Looking like a "light airplane on fire," the UFO changed course, losing altitude and trailing flames. It touched the ground, lighting up the whole area, rose again, and began to "feel its way along the crooked edge of the cane field and the swamp toward our house." It returned to earth four times. The dogs ran out barking as it landed within 100 meters of the witnesses before taking off again. [miv]

Special Note: In many UFO cases, we learn many witnesses believe the alien spacecraft could be “planes on fire”. Most stories are

not complete, articulating whether the fire is coming out the back (propulsion) or the sides (portholes).

Near Cairns, Western Australia: Two years later, on November 6, 1957, a cane farmer at Yerkey's Knob near Cairns, claim to have seen a bright phantom object. The '*Western Australian Daily News'* shared: "I was sitting on the verandah when it first appeared as a bright star in the northern sky. As it kept coming closer, I thought it was a burning aircraft and ran into the kitchen to get my wife. Mrs. Robinson joined her husband and watched the thing descend on the cane field 200 yards from the house."

"It was a bright silver color, (when it landed on the cane the whole countryside and hills around were lit up like daylight. Neighboring farmer B. Hars also saw the phantom object after it had landed on the cane field. "As it rose from the field, still pulsating a bright silver light, it began to move slowly towards the Robinson house. Between it and us there were several headlands which it rose over as if it were being guided," Robinson said." [mv]

Norwood, Australia: On October 28, 1962, at 7:30 pm Mrs. E. D. Silvester was driving with her three children when an illuminated oval object landed near the road. She watched it for 40 minutes and reported seeing a man wearing a helmet and gas mask in the vicinity of the object. The UFO then took off. [mvi]

Sandy Creek, Australia: According to the '*Flying Saucer Review'*, On June 28, 1963, at 9:30 pm a UFO was spotted by a man while returning home. "The UFO rose from the roadway as he approached it in his car on Lyndoch-Gawler Road in Sandy Creek. He said the object was 25 feet across and 12 feet high. It had a concave top and flat base. It glowed blood red while low to the ground and appeared to change to a lighter reddish yellow as it gathered speed and flew off. He shared as he came around the bend the UFO was extending across the road." He said:

> **"I was terrified, as I watched it through the windscreen. It rose several hundred feet before it turned on its side and made off at fantastic speed toward. I'm sure if one thing. I saw it, and I never want another experience like it."** [mvii]

Daylston, Victoria, Australia: On October 31, 1963, at 4:15 am, Jim Davidson, was driving a bread van, when he confronted a flying saucer. Looking up he “noticed a glow in the sky to his left, which increased in size as it approached him.”

“When it reached him, it then followed his vehicle, at a distance estimated to be 100 yards ahead, and 80 feet up. It was 8-12 feet long and glowed orange, except for two rear tail sections which glowed red. It was more like a cloud.”

He followed the UFO for two miles. “It then moved to his right and continued to pace the van. Then it went further to his right; accelerated over the hill and started to descend.” He lost sight of it as a moving orange glow, over the sea. mviii

Tully, Queensland, Australia: On January 19, 1966, at about 9:00 am George Pedley was driving a tractor about one-half mile from a farmhouse when he encountered a UFO. According to the account:

> **“A 'hissing' sound drew Pedley's attention, clearly heard over the noise from the tractor's engine. He looked about for the source of the noise and saw an unusual object, 25-yards away. He described it as about 30 feet in the air, rising vertically. Its shape was like two saucers face to face.' It was light grey in color, being dull, non-reflective. Its size was estimated at 25 feet long by eight to nine feet deep.”**

“No structured features were visible. The loud 'hissing' noise seemed to diminish as the object rose. It rose to a height of 60 feet, then departed, climbing at about an angle of forty-five degrees, extremely fast, to the SW. For the duration of his observation, which was only 5-6 seconds, it appeared to be always rotating.” mix

Yerecoin, Australia: On November 16, 1967, around 6:30 pm farm manager Alan Pool, saw an object, 12 feet in diameter land at one of his paddocks in Australia. The Flying Saucer Review shares: I saw this thing about 400 feet up in the air, half a mile away, and approaching rapidly from the east.” He said:

> **“It sped towards me and landed next to my vehicle. The whining noise was loud and frightening.”**

The object was gray in color, 12 feet in diameter and about 6 feet high. "There were six portholes. Two in the center were square, and

two more on each side were round." Mr. Pool mentioned when he tried to step outside his vehicle: "the saucer took off vertically." [mx]

Belgium

Bois-De-Villers, Belgium: On November 9, 1954, during the evening Fernand Lassire was driving home outside of Bois-De-Villers when he was frightened by a six-foot tall egg-shaped object that dropped down out of the sky and landed in a nearby pasture. The craft emitted a blinding light and sounds that resembled screams. [mxi]

Brazil

Campo Grande, Brazil: On December 15, 1954, a witness, who owned a house on the outskirts of Campo Grande, spotted a strange machine swooping down to a landing next to a river.

"The landing was almost 1 mile away, but the witness used a telescopic sight taken from a rifle to examine the craft and some beings that disembarked from it. The craft was a large sphere and three much smaller ones. A single small sphere was in orbit around the big one while the rest were stationary on the underside of the main, or "parent" sphere."

> **"The ball-like craft-floated about six feet above the riverbank, low enough apparently to permit three midget-sized beings to descend to the ground where they went to work gathering samples."**

"At first some calcareous soil was scooped up and placed in a strange phosphorescent box, and then some more of the same material was sucked up by a metallic tube device. This job was finished quickly, and the little creatures left the area in their craft. Very curious, the witness checked the landing site and discovered a number of square holes in the earth." [mxii]

Truck engine failed | Sau Paulo, Brazil: On October 10, 1957, Senhor Miguel Espanhol of the Spanish Navy was traveling in his truck to Ceres City when he encountered a 500-foot diameter disc. According to Espanhol, his truck engine failed when he observed a giant white lighted object hovering in the air three miles from a village. It was then the large disc-shaped ship descended and hovered 40 yards away at 20 feet above the ground. A door opened and several human looking figures ventured toward his truck and observed it, then

left. Mr. Espanhol mentioned the humans had long hair and wore special luminous suits. The disc was 500 feet in diameter and appeared 130 feet tall. When the ship departed a small saucer ejected from the craft and flew the north, while the larger craft headed south." [mxiii]

Quipapa, Brazil: On February 25, 1966, at 10:15 am three young ladies were walking home along a road when they came across a UFO. About 100 meters ahead of them, they saw some lights tight in the middle of the road and believed it was a broken-down car.

> **"As they approached within 50 meters of the vehicle, the noticed it was not a car. What they saw next was a large dish or cup reversed, with two large headlamps."**

"Then they reportedly witnessed three small beings about the size of 9-year-old children standing alongside the disc. The individuals were wearing some form of headgear. The object rose, then landed in a new location. The girls ran home with the UFO following. It circled the area near their house, then flew away. No sound was heard." [mxiv]

Minas Gerais State, Brazil: On September 17, 1967, two witnesses reported that a saucer with portholes landed on a soccer field. The report indicates unusual "beings" were seen with the ship. The observers said the beings "were over 6 feet tall and hefty. The beings also used a breathing apparatus, and had bulging eyes. [mxv]

Botucatu, Brazil: On July 1, 1968, around 12:30 pm three boys saw a UFO land at Botucatu, Brazil. According to Nigel Rimes who wrote about the encounter shared: "While playing and climbing on to the hospital gate, they suddenly perceived an object was standing at a spot which, when measured later, proved to be about 350 meters to the west of them."

> **"The UFO was determined by investigators to be approximately 8 meters in diameter. The observers shared: the UFO "had a large tripod undercarriage and a ladder reaching down to the ground." "The first reaction of the boys were one of stunned shock, but they started to yell as they saw the machine retract its tripod, ladder and rise into the air."**

“The UFO then sped off "reaching a great altitude in a few seconds." [mxvi]

Itaperuna, Brazil: On December 20, 1971, Senor Manuel de Silva e Souza observed a landed craft on his property. According to Senor Manuel, he was looking to the North-East when he saw what he thought was a plane about to land. When he stepped outside, he could see the object was already on the ground some 100 meters from his location.

Senor Manuel dashed across the road and got to within 40 meters and reached a fence. “He then saw a man standing next to the craft who wandered around the object one time. "The humanoid stopped again in front of it, as though Senor Manuel had seen him. The humanoid remained immobile there for some three or four minutes, as also did Senor Manuel.”

“Each seemed to be eyeing the other.” According to the end of the story, the humanoid turned his back on Senor Manuel, entered the ship through a porthole "feet-first" and took off. For a time, Senor Manuel said, portions of the ship were transparent, and he could see several other beings inside looking back at him.” [mxvii]

Canada

Ontario, Canada: This next story comes to us from the research papers of Loren E. Gross. On August 28, 1952, around 12:38 am, Gabriel Durocher, witnessed a UFO South of Windsor, Ontario, Canada. Mr. Durocher shares:

1. “In my opinion, it was about 30 feet in diameter, and it had a dome on it that was about 20 feet.”
2. “I've read all this stuff in the papers about saucers, and I always said it was bunk. But not now. I saw it with my own eyes.”
3. “I was walking home along Wellington (to the west) when I saw this thing out in the field.”
4. “I didn't believe it when I first saw it, but when I looked again it was there all right.”

5. “I ran up this path across the field. It was as plain as day. It was blue all over and glowed like phosphorus.”
6. “When I got close--only about 30 feet away - I started yelling at it.”
7. “Then I saw these sparks come out one part of the side. They were blue and yellow and red. The saucer started spinning, and there was a sort of blue mist formed under it, and it went straight up and away.”
8. “It was the most amazing thing I ever saw in my life. It was right out there in this field. There should be some marks."
9. “It was right around here,' he stated. 'I know it was. I saw it.” mxviii

Quebec, Canada: This next case comes to us from four other sources. On August 7, 1954, several individuals who lived near Hemmingford, Quebec reported an object land in a field on their farm. According to a local paper and the research of Ted Bloecher and ‘*The Flying Saucer Review’*, we have the following facts on this case; “The two boys had gone off to one of the fields to pick peas following supper”;

> **“Hearing a buzzing sound 'like bees,' Gabriel looked up to see a luminous and multicolored object descending near a barn. Hovering above the earth, the spherical, 9-foot object turned black, and a shaft appeared at the bottom, extending downward into the ground and, according to the older boy, 'making like a ladder.”**

As the story goes an opening appeared on the ship and a very tall man emerged. “Badly frightened, Gabriel grabbed his younger brother.” They then jumped on the one horse and fled home. “As they raced home, Henri looked back and said: I see a big man coming after us.”

“According to notes made from the taped interview, the boys described the 'man' as being seven or eight feet tall and dressed in a skin-tight, black rubber suit, except for the head. He was well-built and carried in his hand what the boys described as a ‘machine gun’ (or space gun).”

“Apart from their description of the man's 'great big round eyes,' he was entirely human in appearance, although his black hair 'was not combed like the men around here,' being cut 'differently' and 'not very long.”

“Mrs. Coupal reported that the UFO remained in the vicinity for more than an hour following the boys' initial encounter, apparently touching down briefly several times in the neighborhood.” mxix

Galt, Ontario, Canada: On July 30, 1957, at 10:30 am Jack Stephens of Galt, Canada, was walking with his dog “Tex” when he watched a UFO land and then take off. According to the research of Loren E. Gross: “Jack and his canine companion were about four miles southwest of Galt walking on the property of farmer G.S. Knapp. Jack wasn't sure what made him tilt his head up, but he spotted a fast-moving point of light in the sky. As the point of light grew in size, the boy believed he was watching an airplane approach, but within moments he became aware the shape was wrong, what's more, he heard a strange sound, a throbbing hum.”

“The thing came toward him and then stopped in the air the little clearing of grass, a distance of about 300 yards. Once the object was stationary, Jack could make out some detail. The source of the light was the rays of the sun reflecting off what appeared to be a metal surface of a spinning, round machines a craft perhaps 30 or more feet in diameter and 12 feet high.”

The UFO “had a small, chrome-colored dome and a sloping skirt with vertical lines. Along the bottom edge of the skirt was a row of glowing ports, or what seemed to be port-like openings. The "machine" dropped slowly toward the ground. Jack could not be sure the thing touched the earth since some tall grass screened his view.”

“Just before the craft set down, Jack saw a "red glow" come out from the bottom. No door was visible. Eventually, the craft rose in the air, not straight up, but at a 45-degree angle. After clearing the power line, the object was surrounded by a bright orange aura which seemed to rotate around the craft. Shrouded in the colorful luminosity, the UFO zoomed away to the west.” mxx

Grassy Plains, Canada: On April 29, 1959, Alex Gillis and Jerry Monkman witnessed an egg-shaped UFO sitting in the middle of the road near Grassy Plains, Canada. The UFO:

- was “egg-shaped craft”;
- had a diameter of “14 feet across”;
- had “a light appeared shining through the top.”;
- “was slate grey in color.”

The UFO soon departed by shooting straight up into the sky. [mxxi]

Ontario, Canada: On March 29, 1966, at 9:15 pm a teenage boy saw two luminous oval objects about 8 feet in diameter descend and land, making a buzzing sound at Hamilton Canada. “The objects had a row of multicolored lights around the rims (body lights) "flickering like a computer."

He approached for a closer look and touched the nearest object, which felt hard and smooth like metal. No heat or cold was felt. The boy then touched an antenna-like projection at the end of one of the objects and received a shock. Frightened, he ran home. His parents confirmed a 3- inch burn mark on his hand and questioned him thoroughly before reporting the incident to authorities. His first-degree burn was treated at a hospital and healed normally.” [mxxii]

Kitchener, Ontario, Canada: On April 26, 1967, at 9:30 pm a witness saw a small cylinder, estimated 3 feet in diameter and 5 feet tall, with flashing lights. The UFO landed, deploying six legs when it was about 4 feet from the ground. A whirring sound during landing stopped once the object was at rest. Ground impressions (physical traces) were found at the landing site. [mxxiii]

Falcon Lake, Manitoba, Canada: On May 20, 1967, at 12:00 noon, a witness approached a UFO on the ground. According to various sources, the person experienced severe burns on the chest, weight loss, and vomiting. [mxxiv]

Beausejour, Manitoba, Canada: On May 31, 1967, at 11:30 pm a woman living on a farm outside of Beausejour, Canada witnessed a UFO come from the south toward her location. “Light from the UFO illuminated the ground and appeared to land. The woman became

frightened and returned home. The next day she took her husband to the spot, and they found trace evidence that some object did land on their property. The two observes found a semi-circular area 30 to 50 yards in size.” mxxv

Yarmouth, Canada: On November 29, 1967, around 2:00 am a man by the name of Mr. Percy McBride observed a UFO land near him on a hill at Quinan, Nova Scotia.

“The UFO remained on the ground for 15 minutes. At the time, Mr. McBride was camping on a lake, and while resting on his back, the UFO flew over him and landed. He got up and approached the ship to within a quarter of a mile.” He shared:

> **"the UFO was flashing all sorts of colored lights but that the main body was white." He also believed the object was about the same size as a station wagon. The story says: "he shouted at the object twice.”**

“When he shouted the second time the aerials folded down into the UFO, and a howling sound was head as if it was sucking air in.” The ship then took off, taking about 1 ½ minutes to disappear. mxxvi

Special Note: This appears to be the second case where a human yelling at a craft, encourages the pilot and crew to “take off”.

Ontario, Canada: According to Researcher J. Allen Hynek; On May 11, 1969, around 2:00 am Mr. Chaput, a pulp mill worker, was awakened by a UFO at Pembroke, Ontario, Canada. Upon waking, he heard his dogs barking. Chaput goes to the door to see about the disturbance.

Chaput sees "an intense light source illuminating his field about 600 feet away. The UFO was so bright that it lighted up the surrounding area, even the house. He went outside and could see his shadow cast on the house. When interviewed, Chaput said he felt that the light could not have been more than 15 feet above the ground. When the light vanished, Chaput could hear a purring sound receding in the distance.” mxxvii

Canada: On September 1, 1974, Edwin Fuhr had been working in his fields when he saw an eleven-foot diameter saucer shape object land. Fuhr got down from the swather and walked to within fifteen feet

of the object. He then realized the grass was moving near the object, but there was no sound coming from the craft. " Fuhr watched the craft for about two minutes and noticed the whole thing was turning." Fuhr backed away. When he returned to the swather; he noticed there were four other similar objects to the left of him. Fuhr said;

“I was terrified. I froze. I couldn't do anything.”

All five UFOs shot straight up after staying for approximately fifteen minutes. Fuhr reported there was a grey vapor coming from underneath the craft and a strong wind. The craft was entirely out of sight within two minutes. Fuhr went to the landing spot immediately to examine the area. He felt the grass for warmth. There was nothing to feel and no odor of any sort. The only remaining evidence was the fact that the grass was matted and flattened in five areas-all eleven feet in diameter. mxxviii

Special Note: This is very interesting to me as I mentioned in my sighting, the grass was moving but could hear no sound. It appears the grass is affected by the crafts propulsion or changes in the electromagnetic fields.

England

Southend, Essex, Great Britain: On October 15, 1954, Pat Hennessey ran away when she saw an object land on the road near Chalkwell Park. According to her account, on the road five yards away by the curbside was a silvery object was an object about 12 feet high. It was domed and cylindrical and about 10 feet across. The UFO had no legs or wheels. She also said there were no markings. It seemed as though the thing had a pale light shimmering from inside. She shared: “I began to tremble. I turned and ran.” mxxix

Nottingham, England: On July 6, 1967, over 100 people observed a flying saucer landed at Clifton, Nottingham. According to the ‘*Daily Mirror’*, “the crowd of adults and children had gathered in high ground near the Fairham Comprehensive School after a report swept through the area about a flying saucer.” The paper said:

“They all claimed to have seen a disc-shaped, silvery saucer about 30 feet long”. mxxx

Thames Valley, England: On September 6, 1969, a Mrs. Bomford and several children playing football observed a disc trying to land at

Drayton in the Thames Valley, England. It was around 7:00 pm when Mrs. Bomford was out on the balcony enjoying the evening sky when she noticed something in the sky. The object grew larger as she watched as it descend quickly toward her location. Soon she and the children playing football looked to see this strange object attempting to land in the park at the apartment complex they were at. The "children ran a little way towards the object to get a better view." According to the '*Flying Saucer Review*:' "it finally stopped moving and then remained quite stationary in the sky."

> **"According to their view, the object was around 300 feet off the ground and between 30 to 40 feet in diameter. During the observation, Mrs. Bomford felt "that she had the curious feeling that the object was observing her."**

"Not too soon after: "the craft began to rise vertically without making any sound or leaving any trail." "It gathered speed at a fantastic rate, rising upwards until it disappeared." mxxxi

Special Note: This is one of the cases, that I need to bring forward as an example of importance. Until we are educated on the type of craft and its occupants as friendly or not, we should be educating our children, "not to run toward" such crafts. We have no idea on who or what is in these objects.

Finland

Makklya, Finland: On August 31, 1966, at 8:20 pm a woman and her two daughters observed a UFO from the balcony of their home in Finland.

> **"The UFO looked like two plates, one inverted on top of the other (disc), flying at an altitude of about 200 meters. The edge was brightly illuminated, and the top emitted a pulsating glow."**

According to the '*Flying Saucer Review'*, "the object appeared to be going to land in a nearby field and as it came down its light grew dim." However, it suddenly rose into the sky and continued its flight in

the direction of Kapyla." She added: "As it sped away, its lightly became brighter." At no time did we hear any sound."[mxxxii]

France

France: On June 13, 1947, around 11:30 Mr. Bellot observed an orange cigar-shaped object about 5-6 meters long Between Fleurs and Nieul, France. “M. Bellot during a storm saw a with a very bright halo which lighted the area. It landed about 100 meters away and stayed there for about five minutes before taking off and disappearing.” [mxxxiii]

Blanzy, France: On September 30, 1954, at 1:00 pm two bricklayers, Romain de Bastiani, age 21, and Bruno Burato, age 20, witnessed a partially yellow, partially maroon colored cigar-shaped object landed on the ground. They started to approach the three-meter-long object when it took off from the ground with a whistling sound. The pointed section of the UFO was yellow; the rest of the UFO was reddish-brown. Two foot-like appendages extended to the ground from the fore section. [mxxxiv]

St-Crepin-Ibouvillers, France: On October 1, 1954, at 8:00 pm Mechanic Ernest Delattre was riding home on his motor scooter when a brilliantly illuminated egg-shaped object landed on the road. According to Delattre, the craft placed itself 15 meters from his location. The UFO was the size of a small bus and while taking off, "its colors changed from orange to blue and then to grayish-blue." [mxxxv] Two persons in neighboring villages independently reported observing the object.

Poncey-sur-Lignon, France: On October 4, 1954, at 8:00 pm Mrs. Fourneret, a housewife, ran away as an orange, circular object 3 meters in diameter swung in midair and landed near her farm. When Messrs. Girardot and Vincent arrived with rifles, they found that the earth had been "sucked up" over a quadrilateral area. Francois Bouiller confirmed he had seen a luminous object in flight. The French Air Force and police conducted an extensive investigation. [mxxxvi]

Hennezis, France: On October 7, 1954, at 6:30 pm Claude and Francoise Lanssellin, witnessed the landing of a luminous, red object.

The UFO was shaped like a half egg (sliced lengthwise). They then saw two occupants who looked like ordinary men. mxxxvii

Birac, Charente, France: On October 11, 1954, at 9:50 pm four persons saw two luminous spheres flying in the same direction. Having stopped and maneuvered in midair, the larger one took on a deep red color, turned to intense white light with a red aura, and both landed. According to the story the witnesses left quickly. mxxxviii

Montbazens, Herault, France: On October 11, 1954, at 10:00 pm a round craft, four meters in diameter, landed in a pasture. It gave off a powerful red light and took off with extreme acceleration when witnesses came close to it. One witness felt an electric shock. mxxxix

Leguevin, France: On October 12, 1954, about 10:30 pm “Jan Marty, a mechanic, was in his shop when he saw a luminous disc-shaped object land. It was about 6.5 meters in diameter and 2.5 meters thick. He tried to approach it, but the craft rose vertically and silently at an amazing speed.” mxl

Special Note: This is a case, where extraterrestrials took off when humans approach their ship.

Vielmur, France: On October 12, 1954, at 11:30 "Roger Ramond, a night watchman, saw a great light and noticed an oval object land 300 meters away. The UFO looked like a fiery orange ball that illuminated the vineyard for nearly 3 hours. The craft then assumed a vertical position, rose slowly, hovered 30 meters above the ground for a few seconds, and took off at fantastic speed.” mxli

Meral, France: On October 14, 1954, a farmer who was getting ready to leave his field saw an orange-colored ball arrive and land on the ground not far away. Approaching, he saw a dome-shaped disk, flat on the bottom, emitting a blinding light that illuminated the field for 200 yards around.

“The object seemed to be translucent, and a black shape could be seen silhouetted inside it. For ten minutes the witness watched the bizarre spectacle. Then the color of the object changed from white to red; it took off and disappeared rapidly toward the north. The witness then went to the spot where the object had been.”

The witness declared: “There was a sort of luminescent steam was slowly falling to the ground. I looked at it with curiosity, and then I

went home. When I took off my jacket, I noticed that my clothes were covered with a layer of white, rather sticky stuff, like paraffin, which soon disappeared without leaving any marks.” mxlii

Maine-et-Loire, France: On October 18, 1954, “15-year-old Albert Geraud was on his bicycle on route D216. When he saw a light that turned from green to red. It descended in a jerky motion and landed on the road, revealing a saucer-shaped object giving off a red gleam on the ground.

The witness then felt like his legs were paralyzed. Inside the object, he could see a small being covered with hair, which stared at him with large eyes. Abruptly the object lifted off, emitting a strong gust of wind toward the teenager, and it zipped away in the direction of Lyon.” mxliii

Charente-Maritime, France: On October 21, 1954, a witness came across an egg- shaped object, about 5.5 meters in diameter. The UFO hovered, descended and came to rest near the road. Then the witness shared: “two little humanoids, about 1.25 meters (4.1 feet) tall, emerged from it and went back inside almost immediately.” The craft took off vertically leaving a red trail.” mxliv

La Roche-en-Brenil, France: On November 5, 1954, at 10:10 am a man saw a craft, which made a noise like a large transformer. The UFO gave off an orange light as it descended to land in a pasture in France. According to the witness, “he saw three men in dark coveralls (suits) standing nearby. One of the beings was holding a sort of box, "which emitted a beam of light three meters long." The other two were carrying objects that looked like weapons. Another witness fled and felt prickling’s on his face as he ran.” mxlv

North of Paris, France: On September 7th, 1958 around 7:15 am two men were riding their bikes when they witnessed a UFO on the road between Contay and Harponville, France. The witnesses shared their UFO encounter with the constable: One of the witnesses had a flat, “so they stopped their biking to repair the wheel. As they looked over, they saw a disc laying in a field no more than 200 meters from their location.

“Look,' I said to my worker. 'Don't you find that haystack has a peculiar color?' Intrigued, I was examining the object when suddenly it moved with a slight swinging oscillation.”

“Look! Look there! It isn't a haystack,' I cried to my companion. Then we ran across the field toward the mysterious object. To reach it, we had to cross a piece of fallow land and a field of beets. We had hardly reached this last than the UFO came up obliquely, went on this way diagonally for about 15 meters, then started to go up vertically.”

“The object disappeared in the clouds. The object flew off without noise. It could have been about 10 meters in diameter by three meters high and resembled an overturned plate.”

“The Constable of La Houssaye insisted that we report our observations to the Constabulary of Corbie." mxlvi

“After hearing the men out, the Constable checked the area of the sighting finding the footprints of Renard and Degillerboz in the soft dirt but no trace of a landing by the supposed machine. Since the two witnesses were good friends, the officer of the law assumed the story was a practical joke. Later critics of the lawman's judgment suggested that since the UFO was quivering when first spotted, perhaps it never actually touched down.” mxlvii

Fleury-d'Aude, France: On November 22, 1968, around 11:00 pm a dozen witnesses saw a lens-shaped object surrounded with a blue glow, making a noise similar to that of a jet and emitting flashes, which landed in a field briefly. It suddenly took off and was lost to sight at the horizon. mxlviii

Electromagnetism | Paris, France: On March 20, 1972, according to a *Reuters news dispatch*, French citizens in three separate areas of the country reported observing "flying saucers" landing or in flight during the night. A fire department officer in Normandy claimed, that he saw a saucer briefly land in a field. A local farmer said he had a total electric power breakdown in his car when the same object took off. Both men said the object was lighted and made no noise. Reports of saucers in flight were also received from central and southwest France the same evening. mxlix

Branges, near Louhans, France: On October 1, 1954, around 10:00 pm, coming home at night, Gilbert Prudent saw a lighted object

on the side of the road. It had a flat section and a sort of "mushroom" on top. As he approached it, the object became dark and took off vertically with a soft whistling sound. M. Gilbert Prudent was driving near Louhan, France, when his headlights lit up a glowing mass parked on the shoulder of the road up ahead. As he closed the distance between him and the "glowing mass," M. Prudent could make out something of its shape. There appeared to be a "flat portion" and a "mushroom-shaped" section on top. Before his car could draw abreast of the thing, its glow dimmed, and with a shrill, high-pitched, sound, the thing launched itself vertically into the sky. [ml]

Germany

Hasselbach, East Germany: On June 17, 1950, around 2:30 pm a man and his daughter were riding on his motorcycle when they came across two beings, and a landed craft at Hasselbach, East Germany.

> **The witness at first thought he saw a deer 150 feet away, however as he approached he realized he was now looking at two humanoid beings. The observer said the beings were wearing a shimmering metallic substance and appeared to be bent over studying the ground.**

The observer said he got to within 50 feet of the two extraterrestrials and could see a disc. Herr (Mr.) Linke, the observer, shared his encounter with local authorities and told the judge he would not have believed what he saw if it was not for the depression on the ground. [mli]

Italy

Po-di-Gnocca, Italy: On October 15, 1954, during the afternoon "eight farmhands said they saw a luminous disc settle gently on the ground about a mile away. As they hurried toward it, the disc gave out a blinding light, shot into the air, and streaked north." The observers provided statements to the police and said they found: "a hole about 20 feet in diameter and scorched trees." [mlii]

Cape Massulo, Italy: On October 17, 1954, during the evening artist, Raffael Castelle, saw a disc five meters in diameter land on the property of Curzio Malaparte. Upon approaching the object, he soon

discovered it was not a helicopter as he first thought. He then saw four small beings wearing coveralls (suits) emerge from it. After 30 minutes the craft made a soft whirring sound and rose vertically, leaving blue sparks. mliii

UFO lands in a Stadium | Monza, Italy: On November 08, 1954 around 10:30 am a crowd of about 150 people, gathered to observe a luminous craft that descended and came to rest in a stadium. The object rested on three legs and had a dome emitting blinding white light and supporting an antenna. Witnesses stated the small beings spoke with guttural sounds. mliv

Isola, Italy: On November 14, 1954, a farmer in the Spezia region of Italy watched a strange, cigar-shaped, machine come in for a landing. Peering out from a hiding place, Lorenzini saw a trio of humanoid figures dressed in diving suits step out of the craft.

The "little men"' went over to Lorenzini's rabbit cages and stared at the animals while speaking to each other in a language that was just strange noises. Fearing he was about to be the victim of rabbit-nappers, Lorenzini moved as quickly as he could to his house and returned with a loaded gun."

> **"If need be, he was prepared to use force to protect his rabbit hutches, spacemen or no spacemen, Sure enough, the "little men" grabbed some of the furry critters and fled to their craft."**

"The farmer moved to pull the trigger, but all at once he felt paralyzed, his hands no longer strong enough to grip the shotgun. The weapon slipped to the ground and Lorenzini, unable to move, watched helplessly as the thieves sped away in their ship. Silently the craft flew away, spewing a bright trail."

> **"As the craft grew smaller in the sky, Lorenzini's muscles came back to life, and the farmer fumbled with the shotgun, getting off a few wild shots."** **mlv**

Florence, Italy: On April 11, 1962, four men were in a car on Saronno-Legano road when they encountered a UFO. The driver stopped the car to get a better look at the object. It made no noise but then dived on his car. It then landed on the road near the vehicle. Mr. Benazzi, the principal witness said the object had three smaller tail

lights with a violet gleam. They later reported the case to authorities. mlvi

Milan, Italy: In December 1962 a watchman at a local factory reported to police a UFO landed in Milan. He said a 3 foot, the 4-inch man climbed out of the flying saucers in the courtyard. According to APRO, the little creature motioned to the watchman to come over. A second small man onboard the ship motioned to the first little man who then boarded the craft and took off. mlvii

Japan

Near Shimada City, Japan: On January 26, 1958, around 4:00 pm workers from a local chemical plant observed a UFO as it flew over the Ohi River. The school children report then strange people started coming down to earth without a parachute.

"According to the observers, they approached many people speaking a strange language which they did not understand." One person commented:

"I have never seen people falling from the sky before without parachutes." **mlviii**

Hokkaido, Japan: On February 02, 1958 around 3:30 pm Farmer Yasukichi Nakaguchi and his son, and Kametaro Takuma, saw an egg-shaped object that landed silently. mlix

India

Laiikroh, India: On the evening of October 15, 1967, numerous residents of Laiikroh, India, reported seeing a 20 to 30-foot diameter UFO. The craft spun like a top about 500 feet above the ground, emitting bright red and green colors.

According to Indian newspapers; "after remaining stationary for several minutes, the object then changed position and again hovered and spun just over the ground.

The UFO was next seen a few minutes later in Dympep, two miles away. At Dympep it landed in a stream close to a bungalow. Then it took off and sped away through the Lum Swer forest. Police later reportedly found that considerable damage had been done to the dense vegetation in the forest. The Indian Air Force was said to have investigated the sighting." mlx

Northern India: On April 25, 2007 at 2:00 am a person was returning home from work when suddenly the road in front of him ‘disappeared’. He then saw what appeared to be a huge bus-like object with no wheels hovering over the road. The road was completed blocked by the mysterious object.

“He then flashed on his car’s high beams to get a better look, and when he did this the object split in two, and there was a very bright flash of light, lighting up everything briefly like daytime.

“A creature descended from the object and looked at the witness. Terrified, he turned the car's headlights off but kept the engine running so he could escape in the event of an attack. However, the being seemed to ignore him. It looked humanoid but was about 7-8 feet tall and quite bulky and hairy like a bear.”

“The head was slightly bigger than that of an average man. It was carrying an instrument that looked like a crystal cube with a handle. It raised the instrument and waved it around briefly, and then took out a box and put the instrument in it. It then approached the witness's car and as it approached the witness felt the heat and a ‘force of high magnitude.' When it was about a meter away from him, the man fainted due to the intense pressure he was feeling, like a G-force caused by high-speed acceleration.

He regained consciousness after 10 minutes, and the creature and the object were gone. There was a depression in the road about one foot in depth and 10- 12 feet in diameter, where the UFO had been hovering. The witness rushed home but was unable to sleep. The next day, while going to the office, he stopped at the same spot and noticed that somehow the road had been repaired.” mlxi

Lebanon

Beirut, Lebanon: On October 9, 1954, at 10:15 pm “the local company representative of a German firm, Max Favell, saw a white flying object land. It took off vertically, spinning, and was lost from sight.” mlxii

Morocco

Morocco: On November 3, 1954, around 7:00 am Maroc-Presse reported that one of its employees, “Mr. E., driver of a delivery truck,

observed an object flying over the Beth River.

> **“I am positive it was not an aircraft or any known machine but a circular, flat craft which had the appearance of copper. It normally flew for some time; then it suddenly flipped over.”**

“Therefore, I was able to see the whole disk and was amazed when it came down into a field where it landed on edge, very gently. Almost immediately it rose into the sky at great speed, resumed its horizontal position and was soon lost to sight.” mlxiii

Norway

Stavanger, Norway: On January 04, 1958 a woodcutter reported that he saw an object land, and a very tall man with a tanned face, wearing a helmet, stepped from the machine. He went back in after a few minutes; the craft took off "with a noise like a flock of birds." Air Force officers and police officers searched the snow-covered hill for traces. mlxiv

Poland

Wolin, Poland: On July 31, 1953, five polish men and two German workers observed a 30-meter diameter disc at Wolin, Poland. At 7:00 pm the observers shared the UFO landed in a field close to a railway. It was shaped like a sphere with a flat disk around it, showing numerous openings at the periphery. mlxv

Rhodesia

UFO approaches Car | Northern Rhodesia: On April 1955 around 7:30 pm Mr. D.G.L. Clarke was traveling a 23-mile stretch of road between Fort Rosebery and the town of Kasama, in Northern Rhodesia. A local newspaper quoted Mr. Clarke: “I had just crossed a river on the road --it was 7:30 pm --when my boy, Peter, who was sitting in the passenger seat, pointed out light in front. It was rather like a star, about 10 miles away in the sky, and very bright,' he said.”

“As we went on, it seemed to come nearer at a pretty terrific speed. It changed color to rosy red, and then to blue, and then to luminous again --and it swerved away to the left. As it went off, I could see a faint oval outline with a bright shining on it until I climbed back into the car and went on my way. The thing was far away to my right-hand side, high in the sky. I did not see it cross over the sky.”

“Then it twice came toward us and then swerved away again. After the second time, I did not see it again for about 10 minutes, went on Mr. Clarke.”

> **“We were approaching a river when we saw it again on the right-hand side. It came down towards us and gradually sunk lower and lower until it eventually it could be seen through the trees. By this time my boy was gibbering with fear, and I thought he was going to have a fit. I was getting pretty scared myself.”**

“As soon as I got to the river, I saw a light on the opposite side, and I thought the thing had landed. This was too much for me, and I turned back as fast as I could. It was the most frightening experience of my life,' he concluded. He reported the incident to the district commissioner at Kasama he was told that another person had seen a similar object in the sky recently.” mlxvi

Russia

Yaratovo, Russia: In June 1989 around 2:00 am an 18-meter saucer descended and came to land at Yaratovo. Two citizens said the UFO landed right in front of them. The UFO had portholes. It then hovered one (1) meter above the ground before it left. The craft also had flashing lights. mlxvii

Sardinia

Monte Ortobene, Sardinia: On November 7, 1954, around 3:15 pm a flying saucer touched down next to a road stopping all traffic. According to author Jacque Vallee;

1. “A motorcyclist named Camabosu suffered a grazed forearm as he jerked his machine around in surprise.”;
2. “A taxi driver by the name of Franceso Tanda braked to a stop and tried to approach the saucer on foot, but as he drew near, the object zoomed skyward.”

The UFO reportedly had a turret top and a port (window) on the side. The craft emitted a low whistle as it left the area. The police station at Sardinia received a report.” mlxviii

Updated information on the case: According to Jacques Vallee: The disc was about 15 meters in diameter, silver in color and had the appearance or rough metal. [mlxix]

Spain

Azuaga, Spain: On December 3, 1954, a dozen workers near Azuaga saw a strange machine about 10 meters in diameter land and then quickly take off, zooming away toward the south. The UFO was square in shape. [mlxx]

Venezuela

Chico, Venezuela: On December 10, 1954, two boys witnessed a UFO and several beings in Chico, Venezuela. According to the Flying Saucer Review, both boys were nearly abducted by the four 3 feet high creatures. They kicked as they were dragged.

Accordingly, one witness Jesus Gomez fainted during the encounter. Both Jesus and his friend Lorenzo Flores escaped to the local police station and reported the incident. The police confirmed both boys had their clothes shredded and had many cuts and scratches on their bodies. The entities aboard this craft were said to have had hair all over their bodies. [mlxxi]

Conclusion to Chapter 26

In this chapter we learned several things:

1. The extraterrestrials at times do not want to meet humans face to face. Instead, they take off in their ships.

2. Some extraterrestrials have a normal human appearance, while other are bald (like the alien greys) and others hairy: We do not know what species these hairy aliens represent. Personally, if I never meet an alien and if any are hairy – I would not want to meet it.

3. The human scream “yelling” seems to terrorized some aliens.

4. Extraterrestrials come in different sizes: In this book, depending on the species we uncovered reports of aliens being as small as 1 meter to over 3 meters in height.

Chapter 20: UFOs / UAPs with Windows and Doors

“it was cylindrical in shape, with a row of four or five windows”

UFO IN SWITZERLAND 1975

Windows on spacecraft are used for viewing ports. If you see a UFO having a window, someone or something inside the ship is most likely looking at you. Like I pointed out in Chapters 11 and 18, I have personally seen a few UFOs with windows; however, I have also seen many more of these ships without windows.

In some of the UFO / UAP files, humans can look into the windows and may be able to see extraterrestrial beings. A good example of this is October 1954, Staffordshire (U.K.), Jessie Rosenberg UFO incident. In her case, she mentioned seeing two handsome looking men staring back at her as she and her boys ran toward their home. She said they had a white skin tone and short blonde hair.

As with many of these UFO / UAP cases, humans report Aliens staring back at them to study what we are doing. The following facts can be learned from these UFO / UAP cases;

1. **Different alien species are visiting Earth**: UFO incident reports clearly show different looking extraterrestrials are

visiting earth. These aliens can look exactly like humans with blonde and brunette hair. Others look almost human but have longer chins and slightly larger heads. Finally, we have the greys that are humanoid in form but do not look human.

2. **The aliens are humanoid in** design: Most, if not all, reports point out that each of the species visiting earth has one head, two arms, and two legs. I get a kick out of the movies that portray aliens as a giant octopus or multi-armed creature. There is no octopus looking aliens in any of the thousands of human / alien interactions I have studied. In other words, all aliens appear to be humanoid in form.

3. **The aliens are thinking beings with advanced technology**: Finally, it is also very apparent that all alien species visiting earth have advanced technology far beyond human ability. This indicates, the extraterrestrials visiting us are light years ahead of us in technological development. Some scientists believe their worlds maybe 6 to 10 billion years old, while the earth is 4 billion years old.

This chapter details the UFO encounters with windows.

Angelholm, Sweden: On May 1946 at dusk, while walking home, a prominent industrialist saw a light in the woods and went to investigate. He saw a disc on the ground with a dome and oval windows. Around the UFO was eleven (11) beings with transparent helmets and uniform-like clothing. These beings appeared to be fixing their craft. Later the witness saw the spaceship take off emitting a bright red light. [mlxxii]

Le Vigan, France: On October 15, 1952, around 7:10 pm a witness reported seeing a UFO with lighted windows on the ground in France. Through the windows the observer witnessed several humanoid beings with helmets and masks. The UFO was a cigar ship

approximately 30 meters long and 6 meters wide. The witness stated the front of the ship was round and fog surrounded the front and tail end of the ship. mlxxiii

Barquisimeto, Venezuela: On February 3, 1954, at 11:15 am passengers aboard an airliner reported seeing a UFO with portholes near Barquisimeto, Venezuela. From the portholes the passengers could see streams of light. The Captain contacted the control tower to report the UFO and that the plane was experiencing interference with the onboard radio transmissions. mlxxiv

A door on the craft | Somme Department, France: On September 7, 1954, a Mason and his assistant observed a flying saucer at 7:17 am in Somme Department, France. The UFO was grey and hovering over a field about 200 meters from the observers. The object oscillated slowly and seemed to have a closed the door on the side of the craft. When the men ran about 50 meters toward the craft, it began to take off. The UFO rose vertically and disappeared. The witnesses said the UFO was 10 meters in diameters and 3 meters in height. mlxxv

Charmes-la-Cote, France: On October 10, 1954, at 6:30 am a man was riding his motorcycle when he suddenly saw an aluminum colored object shaped like a plate, with a dome and two portholes. The UFO was about 2 meters in diameter and 1 meter high. mlxxvi

Friuli-Venezia Giulia, Italy: On October 19, 1954, at 7:20 pm "Filippo Corridoni saw what he thought was a half empty balloon at ground level near the Isonzo River. Near it, a ten-meter wide disc-shaped object was resting on a strange frame. The upper part of the disc was white with a black dome, around which was a series of portholes. Some of the portholes gave off a very bright, bluish-white light that suddenly went out as the object took off. The disc rose vertically while spinning and pulling the balloon with it.” mlxxvii

Large Cigar ship | Coromandel, New Zealand: On November 12, 1954, at 7:40 pm "Mr. Ray T. Craig, and several others witness a spaceship at Wairimu Bay in Coromandel. The witnesses were in a car heading to town to see a movie when a Mr. Woods saw a strange object. Mr. Woods, who was sitting in the rear seat of the car called out; “Look at the meteor!”

“There sailing quietly across the line of vision between the picture theatre and the Post Office, was a brightly lit flying object not very high, maybe 2,000 feet up and proceeding in a westerly direction at roughly the speed of a regular airplane, say 200 miles per hour.”

“Four of the six in the car saw the machine, two in the front seat and two in the rear. Mr. Craig said that at first, it looked like a huge and brilliantly lit railway carriage floating in the air.” Craig said:

> **“That is no meteor, I've never seen a meteor with windows in it! Thinking the whole thing might be a reflection on the inside of the car's windows from a lighted vehicle on the left side of the car, he quickly opened the right-side rear door and was able to get a clear and unobstructed view of the object. It was cigar-shaped with the rear end elongated and the front end stubbed off short.”**

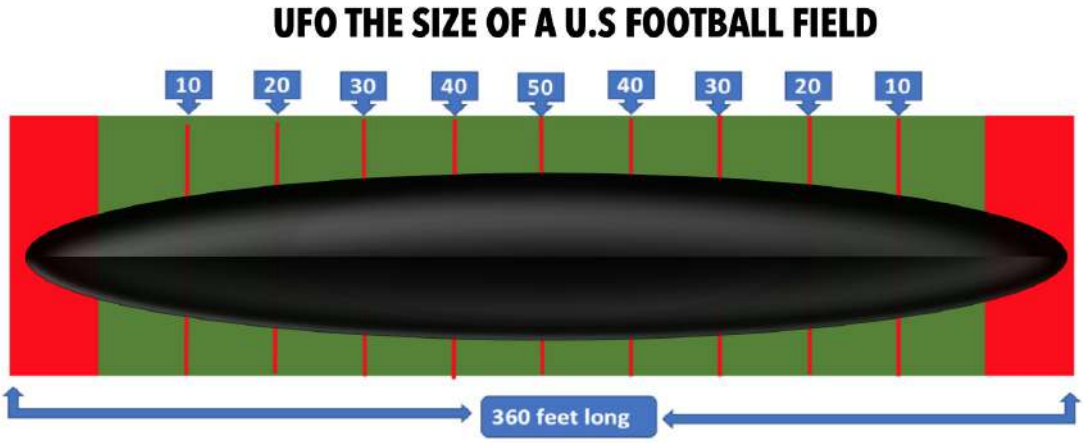


Figure 39 - Illustration – Black disc – 200 to 400 feet long (football field is 300 feet long)

“The whole thing appeared very large with straight-sided windows or ports all along its side, these windows having perfectly shaped semi-circular tops and bottoms. Ports were also in the elongated rear end. Each window was brilliantly lit from inside and was about the color of the old incandescent gas mantle when alight. At the top and bottom on the windows and also between them. The fuselage was bright silver, and this portion appeared to be rough. The front end, from the first lighted window to the extreme front, was not lighted at all but appeared as a large unlighted shadow against the sky. Mr.

Craig thought that as the fuselage portion appeared bright and the part between the windows silver."

> **"The amazing part of the whole affair is that there was no sound. There appeared to be no wings, tail or fins, of any description, and as far as could be judged, any great streamlining."**

"Later in the evening, it was seen by the son and daughter of a friend of Mr. Craig's when it was described as absolutely streaking across the sky to the north of the Auckland harbor. This visitor was seen over Chelsea and Whangarei on the same night, and the sighting in the Waikato was reported in the 'Auckland Star'."

"A few more points were elucidated in conversation with Mr. Craig by our interviewer. After the sighting Mr. Craig said to the others in the car:

> **"We won't see anything like this again, so we had better talk it over and agree upon the description and make a sketch."**

"As he is accustomed to drawing, he made the sketch himself. Asked how big he thought it was, he said it was hard to estimate the size with any accuracy, but there were a few pointers that helped in judging. For example, there is a low hill behind the picture theatre at Coromandel, and it was above and behind this hill, and comparing its position with the hill, he was able to put the distance as half a mile and the height at 2,000 feet. For anything even at that distance to give the impression of being huge, it must have been relatively big."

"Then again he was able to get an idea of the probable size of the windows from the following. Later in Auckland he noticed some windows of similar shape in a building, and about 20 feet high, and the spaceship's windows were seen from farther off, they must have been more than 20 feet high, and the length of the ship compared with the height of the windows might have been anything from 200 to 400 feet. If that were so, it might have been as big as a large steamer." mlxxviii

Gatio, La Mar, Venezuela: On June 2, 1955, people living in the Gatio-La Mar on the seacoast of Venezuela were amazed, it was reported, when a large fireball dropped out if the sky and hovered

about 30 feet above the ground. Those witnesses close enough to see detail claimed they viewed windows in the upper portion of the glowing mass. The thing was stationary for minutes before it moved along the beach for some distance and then out of sight. mlxxix

Port Elliot, Australia: On March 31, 1959, at 1:30 pm Barry Neale was driving home to Goolwa when he saw on the ground a glowing, reddish-orange object with a row of portholes. The '*Flying Saucer Review'* tells us: Barry Neale; "passed a low hill on his right, between the road and the sea, and saw beyond it an object on the ground, some 500 or 600 yards away. It was dome-shaped, glowing bright reddish-orange, with a row of evenly-spaced 'portholes' around it. From these 'portholes' shone white lights which Mr. Neale said were 'brighter than car headlights."

"The reddish glow from the object illuminated trees behind it. Mr. Neale estimated the object to be 'about 15 feet wide,' but admitted that it could have been more, or less. He drove on slowly, but lost sight of it when he came to some trees, at which point he estimated that it was about 300 yards from the road."

"He then had the idea of driving around behind the trees to get closer to the object, so he turned off the main road on to a rough track and drove close to where he had seen the object. This took two or three minutes, and when he reached the end of the track, the object had gone."

"He got out of the car and looked around and was just in time to see the UFO disappearing in an easterly direction, climbing in the sky at an estimated angle of 45 degrees. He watched it for about 8 seconds before it disappeared into the distance." mlxxx

Hampstead, England: On November 15, 1960, at 8:30 am a man observed a cigar ship with windows in England. He shares the following facts:

> **"I saw a mysterious object hovering above me, it was cylindrical in shape, with a row of four or five windows on the side, fairly high. It appeared to be made of silver metal, extremely brilliant."**

"It made a rapid course of about 45 degrees-60 degrees from the horizontal. House- roofs eventually hid it. The visibility was excellent,

the sky clear. The object traveled silently.” [mlxxxi]

Shepperton, England: On May 25, 1961, between 10:00 pm and 10:30 pm Miss Julia Cardoza, aged 16 years, of Shepperton, Middlesex, noticed what appeared to be a brilliant point of yellow light in the western sky. As it came nearer and lower, she was able to see more clearly the details of the object.

> **“The UFO appeared to resemble a rather elongated bowler hat. The top part, which was all she could see at first, was glowing 'like an electric light bulb' with a yellow light. “Below it was a very dark portion, and round the edge some 'portholes' glowing with a green-grey light. The object made no sound at all.”**

“Finally, it disappeared behind the roof of a house opposite in a north-westerly direction. It traveled in roughly a straight line from the moment it was first observed until it went out of sight.”

“The witness prepared the sketch which we reproduce. Its apparent size, estimated by the witness, was 20-30 feet. Its distance from the witness was given at 150-200 yards and its speed at 20 mph.” [mlxxxii]

Padang, Indonesia: In 1962 during the evening around 20 people, mostly Army officers and their wives, were attending a garden party in the evening when all of them saw a UFO flying low and silently from north to south. “The UFO looked like a torpedo or bomb, without fins, with a fuzzy nose-tip and flaming tail. A circular row of portholes located laterally was observed. Its size was about as big as an aircraft.” [mlxxxiii]

Near Bahia Blanca, Argentina: On May 12, 1962, around 4:10 am three truckmen observed a UFO in a field while traveling from Bahia Blanca towards Jacinto Arauz. “At a distance of some 40 meters from the wire fence” the witnesses observed, “a light resembling a lantern, which kept brightening and dying down alternatively.”

“As they slowed down their truck, they saw a row of lights (from 20 to 30) come on, and they had the impression that they were looking at a brightly illuminated railway passenger coach. When they had reached a point 70 meters from the object, it rose up and crossed the road at the height of four meters; its lights went out, and from the

lower part of it came a reddish flame and at the same time it made a soft humming noise."

"The UFO then divided into two parts, which flew off in different directions. At the landing site, the grass was burnt over an area 60 meters in diameter, and there were damp leaden-colored patches which, when analyzed subsequently at the Southern National University, turned out to consist of calcium carbonate and potassium carbonate." [mlxxxiv]

Northfield and Yatala, Australia: On July 23, 1962, at 6:35 pm a "strange flying object with square-lighted windows was seen over Northfield and Yatala. The man who witnessed the sighting claimed the object glowed with bright white light from the windows in it. The object seemed to be revolving and hovering just under a layer of cloud" He then shared:

> **"I was cycling home at 6:35 pm when I first saw it. I watched for about five minutes before it seemed to speed off toward Port Adelaide. There was no noise from the object." [mlxxxv]**

Shilton, England: A woman named Miss Mary Sharp, of Shilton, near Coventry, reported her mother witnessed a UFO. She shares; "On January 28, 1963, at 5:20 pm my mother, Mrs. E. L. Sharp, went up into the kitchen to draw the curtains at 5:20 pm. "Our kitchen is up five steps, and from the window, there is a view of fields and a farm she saw a blaze of light and stood, dumbfounded, watching it."

"Then it (the UFO) must have turned around, and she made out four portholes with light coming from them."

"It was yellow-orange in color. She watched it for about a minute; then it suddenly shot off in the direction of Rugby." Her mother said: 'There's one of those cigar-ships over there. I can see the portholes.'" Mary sharp shared she could not reach the window in time to see it, but said:

- "it had hung over the farmer's orchard about 250 to 300 yards away";
- "it was just above the trees";
- "it was extremely brilliant";

- “there was no noise.” [mlxxxvi]

Hemmingford, Quebec: In July 1963 at 10:00 pm several family members observed a UFO in Hemmingford, Canada. They report:

“It had been a hot day. We were sitting out on my sister's porch talking, my sister, her husband, my brother, a couple of friends, and me, sitting in the dark, looking out over the street and the field and the trees beyond. The moon was out, so it was a bright night. I was 14 at the time. "We heard a sizzling sound.”

> **“Up over the trees, we saw a huge round object, about the size of a bungalow, flying from south to north. I guess it was more pear-shaped than round. It was about 200 feet above the poplar trees, coasting along, barely moving, in fact. A two-year-old kid could walk at the same speed.”**

“It had about 12 or 15 windows, glowing with bluish lights. Not a light blue, a darker blue, like a fluorescent light in a bug zapper. The windows were about one and a half feet square, with sharp corners, and about six inches apart, all in a line around the middle. I don't know if they went all the way around. I could only see one side.”

> **“The outside was greyish silver, a flat silver, not shiny. There were no lights on the top or bottom, only the light shining out the windows. No aerials, no bumps, no doors. "Nothing was turning on it, no flames coming from it, but it was making a sizzling sound.”**

“The UFO coasted past the house, sailing over the bush, and picked up a little speed. We watched until we couldn't see it anymore, about five minutes in total.”

“We were all amazed. We were sure we had seen a flying saucer. However, we figured no one would believe us. "I didn't tell anyone about it. This was a small town. I didn't want to be laughed at. My brother didn't tell anyone, either.” [mlxxxvii]

300-foot diameter disc | Yatala, South Australia: On July 22, 1963, about 6:35 pm a strange flying object with square-lighted windows

was reported over Northfield and Yatala by a railroad examiner. The witness shared the object glowed with a 'bright white light from the windows in it. The witness stated;

> **"The object seemed to be revolving and hovering just under a layer of cloud. I was cycling along Hampstead road about 6:35 on Monday night when I first saw it. I was able to watch it for about five minutes before it seemed to speed off toward Port Adelaide."**

"He said there was no noise from the object, and he was sure the sighting was not that of an aircraft nor was it caused by trick lighting." From a distance he estimated it to be about 300 feet in diameter." mlxxxviii

Broken Hill, Zambia: In November 1965 at dusk, Mr. Eric Williams reported witnessed a large UFO at sunset near Broken Hill, Zambia. The '*Flying Saucer Review'* shares:

- The UFO was "about 75 yards away from the observer";
- The size was "about 50 feet high by 100 feet in diameter.";
- It had "portholes arranged around it's circumference with a greenish light coming from the interior.";
- "The saucer hovered near the ground for about 20 seconds and then flew off at high speed." mlxxxix

Witbank, South Africa: On February 14, 1966, at 7:40 pm a woman on a farm heard a very loud sound and saw a cigar-shaped object descend and hover. The UFO had a very bright light at the front, small portholes along the side. The woman shared the rear end was almost transparent, bathed in a bluish glow. The object suddenly shot upwards and disappeared. mxc

Oberhrendingen, Switzerland: On October 11, 1967, just past midnight Mr. Othmar Willi observed three-cylinder shaped UFOs. According to his story, he said the cylinders were coming down toward his property. The objects were 10 meters in height with 5 meters in diameter. Each of the objects was revolving slowly. He could see several portholes in pairs of twos at the upper end of the cylinders. He shared:

“I have never seen anything like it before. A sound coming from the objects were a lot like "bees.” [mxci]

Conclusion to Chapter 27

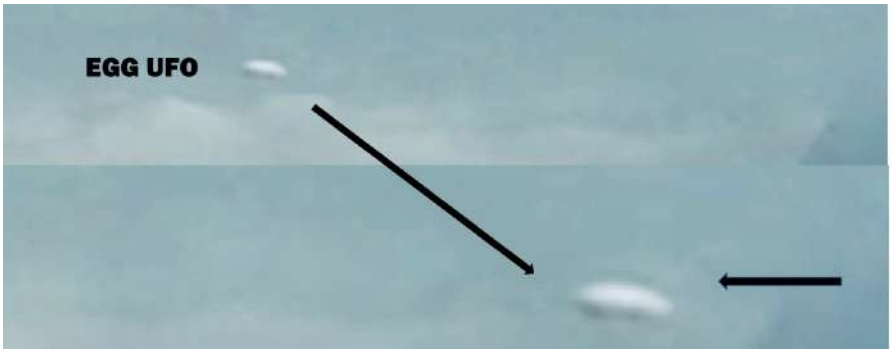
In this chapter, we have learned that extraterrestrials will observe human from the windows of their spacecraft. In some cases, the extraterrestrial inside the craft will warn his or her colleague about a human spotting them. This usually results in the spacemen or spacewomen boarding their ship and taking off. In this case, they either do not want to be seen or are afraid of man.

We also learned some of the windows and ports shine a bright light outward. We do not know if this is some protective effect of masking those inside the ship or those crew members are used to being in a bright environment.

We also learned some of these beings wear helmets while others do not. We would assume those wearing helmets need different gas mixtures to survive in our atmosphere.

Chapter 21: UFOs approaching Passenger Planes

"The object appeared to approach from the port side and move right under the nose. To me, it looked like a silver cigar. There was no smoke-trail coming from it."



EGG UFO NEAR PLANE AUSTRALIA 2012

ENLARGED UFO NEAR WING OF PLANE

The United States has a long list of UFO cases involving near miss events with commercial passenger planes. In many cases, our pilots avert disaster by executing radical movements upwards, downwards or sideways.

In some cases, civilian passengers have been injured requiring the plane to make an emergency landing. Many of these cases can be found in my book "UFOs IN U.S. AIRSPACE."

In 1953, airline pilot organizations in the United States asked their pilots not to speak about their UFO encounters in public. Instead, they reported their cases to their airline representatives that would then forward the reports to the Air Force.

Unfortunately for most of us researchers these reports never made it to Project Blue Book. Instead, the files were classified and remain so today despite some UFO encounters being over 70 years old. In this chapter, we will discuss UFO encounter with Passenger Airliners.

Figure 40 - TWA Passenger Plane, courtesy of Ruth AS mcxxv

UFOs passing over / under planes

Passenger Airliner, Venezuela: On April 2, 1950, a DC-3 airliner piloted by John Power and Angel Delgado witnessed a UFO over the coast of Venezuela. A newspaper reports: “Suddenly the passenger plane began to shake violently from a shock wave. Both pilots tightened their grip on the controls and snapped their heads in time to see a "huge machine" lunge past 2,000 feet away.” Powers said to the press after landing:

> **“It was an enormous apparatus of aerodynamic form similar to an immense turtle and I have no doubt that this machine was guided.”** mcxxvi

UFO passes plane, Cuba: On October 31, 1950, at 8:35 pm a pilot and three engineers were in a Beechcraft Bonanza when a UFO appeared over Camaguey province, Cuba. According to the witnesses they were at 5,500 feet when a UFO passed their right wing, slightly above their cruising altitude. The UFO buffeted the plane at a terrific speed (faster than the speed of sound) and disappeared in a cloud formation in 3 seconds. The UFO was circular in shape and estimated to have a diameter of 70 to 80 feet.

According to the confession in the file, the UFO had an intensely blue colored flame coming out the back of the object. He said it resembled an acetylene torch. The UFO was 8 to 10 times longer than its height. The witnesses confirmed it was not a meteor and it was traveling horizontally. Colonel Edgar Glenn of the USAF Air Attaché knew one of the men and believed they saw the object as described. mcxxvii

Hawker Sea Fury, New South Wales, Australia: On August 31, 1954, an Australian Hawker Sea Fury was flying at 5,000 feet over the town of Goulburn, New South Wales, Australia, when two unidentified flying bodies" zoomed by. The Fury's pilot could only make out some "vague shapes" carrying lights.

The UFOs appeared to be "spinning at fantastic speed."

The radar at Nowra Naval Air Station picked up two unexplained targets at the time which were believed to be the fast traveling UFOs seen by the military pilot. The sighting was deemed so sensitive it was classified secret. mcxxviii

TACA Airliner, Venezuela: Captain Luis Felipe Toro and his co-pilot Eduardo Chacin, were approaching Caracas in a TACA airliner when they were startled by a UFO. “Captain Toro told the press he was on instrumental flight control as he entered "Tacagua alley" before landing at Maiquetia.” At that time:

> **“a strange object flying at about 15,000 feet altitude passed over his plane, speeding east to west. It was all over in seconds, the UFO vanishing quickly in the distance.” mcxxix**

Pan-American Airlines, Caribbean Sea: On February 11, 1955, Pan-American Airline Captain James King was piloting a passenger plane over the waters of the Caribbean when he had a UFO experience. All of a sudden a pair of reddish-green."

“UFOs passed close to King's plane, zooming by just under the wings.”

Several passengers also saw the objects. Upon landing at Maiquetia Field, Captain King was interviewed by the press. mcxxx

Portuguese Air Lines, London, England: On May 26, 1955, “a silvery cigar-shaped object was spotted by the crew of a Portuguese Air Lines Skymaster bound for London from Lisbon.” The crew reported a cigar-shaped UFO shot past their plane having no wings, moving at terrific speed. The UFO was long and slim and seemed to be revolving as it passed under the nose of the airliner. “The flight engineer, Jose Eliva, said:

> **"The object appeared to approach from the port side and move right under the nose. To me, it looked like a silver**

cigar. There was no smoke-trail coming from it.” [mcxxxi]

Aeropostal Venezolana Passenger Plane, Venezuela: On June 9, 1957 witnesses reported a UFO after landing at Valencia airport, Venezuela. “The DC-3 plane (of the Lines Aeropostal Venezolana) piloted by a Captain Vivas encountered an unidentified luminous body in the air that passed within a few meters of the passenger plane. The co-pilot Ali Rafael Hernandez, an airline stewardess, named "Nino," and some unnamed passengers, confirmed the near miss. It was said the object was: "luminous, flat, slightly round, and traveled at fantastic speed.” [mcxxxii]

Irish International Airlines, England: According to the ‘*UFO Investigator’*; on May 21, 1962 a strange globe-shaped machine sped over England and encountered an Irish International Airlines plane bound for Brussels. Captain Gordon Pendleton, a former Royal Air Force pilot, said he had been a skeptic until the UFO streaked under his four-engine Viscount.” The Captain stated:

> **"I could see it quite clearly. - “it was round, with protrusions like antennae. It must have been making about 600 knots. I have never seen anything like it before."**

First Officer J.P. Murphy confirmed the captain's description. Pendleton said he had radioed British Airways Control "because the object might be a danger to traffic in the area.” [mcxxxiii]

Argonaut aircraft, East Africa: This next case comes to us from the *‘Flying Saucer Review*’ and the ‘*Rand Daily Mail’*. On September 28, 1960, an East African Airline pilot reported two UFOs appeared near his Argonaut aircraft. Captain C.H. Richter shared:

> **“I was sitting in the cockpit with the lights out when two bright green balls (spheres) of fire streaked across the sky above and beyond me.”**
>
> **The speed was incredible, and they soon disappeared behind a cloud bank.”** [mcxxxiv]

Passenger Plane, North Queensland, Australia: On May 28, 1965, around 3:25 am the pilot and crew of a passenger plane was flying from Brisbane, Queensland, to Port Moresby, New Guinea, when they encountered a UFO.

“The aircraft captain contacted Townsville control to report that the DC-6B plane was being 'buzzed' by an unknown flying object. The UFO was spherical in shape, with a flat top and bottom. 'Exhaust gases' were said to be coming from it. Over a ten-minute period, the object 'paced' the aircraft, during which time the captain is said to have taken photographs of it.” Finally, the object 'raced' ahead of the plane and disappeared. mcxxxv

BEA Vanguard Airliner, Manchester, England: Mid-Year, 1967 the co-pilot of a BEA Vanguard Airliner saw a fast-moving, disc-shaped object estimated to be nearly 100 feet in diameter flying to the right of the aircraft. mcxxxvi

Passenger Airliner, Barcelona, Spain: On September 10, 1967, at 5:35 pm an airliner crew flying northbound at 16,000 feet observed a UFO. According to the National Air Traffic Control Services, the plane was behind the UFO when it suddenly changed directions.

> **“The UFO crossed left to right at right angles. It then turned toward the passenger airline, passing below and to starboard.”**

“The UFO passed the plane within ½ mile. It was estimated moving at 600-700 knots and disappearing to the south after 2-3 minutes. The UFO was metallic in color with mist around its lower portion.” mcxxxvii

Passenger Airliner, Off the coast of Taranaki, New Zealand: On March 11, 1967, at 10:20 pm a pilot, copilot, and hostess of an airliner flying at 17,000 feet saw a cluster of 10-12 soft-glowing, amber-colored lights approach their aircraft at a lower altitude, passing below and out of sight. The leading light was larger and brighter than the others, which were at a slight angle to the rear of the leading light. All of the lights were slightly pulsating. No aircraft running or anti-collision lights were seen, and ground control reported no other aircraft traffic in the area. mcxxxviii

British European Airways, Florence, Italy: On November 15, 1967, at 3:30 pm the pilot and crew of a British European Airways Comet plane observed an aluminum colored delta-shaped UFO over Italy. At the time the Comet was at 27,000 feet over Florence traveling at 500

miles per hour. Captain Gaskell said, “aircraft at 30,000 feet were leaving vapor trails, but the strange device was not.” mcxxxix

Near Barcelona, Spain: On September 10, 1967, at 6:00 pm a Douglas DC-6 commercial transport owned by the British company Air Ferry LTD came close to a UFO.

> **“The DC-6 was cruising along when the pilots and crews observed a UFO over the port side. It was moving westwards rapidly and slightly lower than their altitude. The UFO then approached the DC-6 from the front and passed beneath the starboard wing, vanishing to the south.”**

They reported the incident to Barcelona Air Traffic Control Center and were told there were no other airplanes in the area at the time. mcxl

UFOs circling passenger planes

Passenger Plane near Sydney: Coral Lorenzen in her book; *"UFOs: Flying Saucer Occupants”* discusses an encounter with a UFO and passenger plane.

In July 1952 around 11:00 pm Captain Bob Jackson of ANA, had a UFO encounter near Sydney, Australia. According to the Melbourne news source, Jackson did not report the incident initially for fear of ridicule. Captain Bob Jackson shares the following account of his ordeal:

“I was flying towards Mascot when suddenly I saw a flash of light. I watched the thing with an orange colored light at the tail flash past toward the coast, near Wollongong.” “Naturally the first thing I did was to call Mascot Tower to ask if any other planes were in the vicinity. They replied their radar proved negative. About two minutes later the thing appeared again.”

> **“It made a complete circle around us and vanished again towards the coast at a terrific speed. I can't explain it. All I know is it was nerve-wracking.”**

I mentioned it to control that if their radar failed to pick it up an object-and, it was a definite object-then it must be a flying saucer. They laughed, so I've kept quiet about it.” mcxli

Beechcraft plane, Ryukyu Islands, Japan: On March 24, 1955, at 2:30 pm a pilot reported a UFO encounter over the Ryukyu Islands or

Japan while taking flying lessons. According to the pilot, the UFO: was “hat shaped, glowing and had three windows.”

The UFO reportedly then came into view on his left and proceeded to circle the Beechcraft plane in all directions. It continued to change colors from white to orange.

> **“The pilot shared it appeared the UFO pilot must have been looking the plane over. In a panic, the instructor pilot went into a dive to lose the unwelcome aerial companion, but the UFO easily stayed with the single-engine aircraft.”** **mcxlii**

VASP Airlines Passenger Plane, Brazil: On July 24, 1961, a UFO approached a Brazilian passenger plane. The following story comes to us from the ‘*UFO Investigator’*:

> **“An unidentified flying object, emitting a brilliant bluish glow maneuvered around a VASP Airlines plane on the night of July 24, 1961, according to the senior pilot, Commander. Jose Guilherme Saez.; Report via J. Escobar Faria, NICAP Adviser, Sao Paulo. Brazil.”**

The VASP "Scandia" was at 7,000 feet over the Ilha Grande when the crew, searching for a Caravelle jet airliner in the area, spotted a luminous Object. When they saw it move, they first thought it was a meteor; then it began a series of unusual maneuvers. "I radioed the Santa Cruz Air Force Base and Sao Paulo Airport.” Commander Saez says: “Suddenly the object changed direction, from the left to our right. Then I saw it quite near our Scandia.” Because of the immense glow, the exact shape of the UFO could not be determined, though it was visible several minutes. “The UFO did not execute curves but made angular turns." Cdr. Saez reported. “It moved up and down, back and forth, in all directions.” The Captain then shared: There wasn't any panic on board, on the contrary, all the crew and passengers were glad to observe the phenomenon. mcxliii

UFOs pacing passenger planes

400-Foot-Long Cigar Ship | Atlanta, Georgia, USA: On July 25, 1948 An Eastern Airlines Plane with Pilot, crew and 20 passengers observed a huge cigar ship over Atlanta. The plane was at 5,000 feet, 20 miles southwest of Atlanta when the object passed the plane. The

crew said the object was 4 times the size of a B-29 with no wings. The UFO had two decks of big square windows and were very bright. In the words of one pilot: “it was a man-made thing, all right”.

> **“The plane (UFO) passed us on out right, then, as if the pilot had seen us and wanted to avoid us, it zoomed up into the same cloud it came out of”.**

The pilots shared; “a 50-foot red flame shot out of its rear end. A luminous glow, like a giant fluorescent light, ran along the belly of the thing”. The ‘*Hartford Courant’* pointed out the pilots had seen meteors before and shooting stars but “I’ve never seen anything like this”. mcxliv

French Commercial Pilots come across Egg | Rivera, France: On October 7, 1952, an egg-shaped craft was seen by a commercial airline crew over Rivera France. The newspaper "*France Soir*," shared the following information on the incident.

> **“Pilot Francis Cavasse said; at 1928 hours we noted a luminous object of strange form. We immediately approached the structure of an elongated egg. The course of the UFO was straight and level. The egg was entirely alight, but it was a white, not blinding, light like a noon light. The object left in its wake a trail appearing to be 20 to 25 times its length. The exhaust coming from the egg was a bluish white color.”**

We estimated the lightning-like speed of the object at 2 to 3 times that of a jet aircraft at full speed. According to our impression, the flying egg reached two or three kilometers per hour. It seemed to be much larger than a typical transport aircraft. We had the impression of having run into a machine, perfectly driven.

A woman from Connecticut came forward and said she was at the Airport of Nice and saw the same object at 1930 hours. She said:

> **“I had to clear the impression of seeing a machine, driven or radio directed.”**

Many other people came forward specifically stating it was not a celestial body or meteor. The Air Force concluded the object was a

possible aircraft. [mcxlv]

British Overseas Airways Corp, Labrador: On June 30, 1954, around 1:05 am Captain James Howard of British Overseas Airways Corp, and his crew were bound for New York when they ran into a fleet of unidentified flying discs near Goose Bay, Labrador. The '*Hartford Courant'* informs us:

> **"The fleet of unidentified discs appeared off the plane's port side bow at 5 miles, traveling at the same speed and the same altitude, approximately 19,000 feet. According to the BOAC first officers, Goose approach radioed them to announce; "no planes were in the area."**

"All witnesses on board the BOAC plane said the fleet of discs was in the company of a mothership UFO, which continually changed its shape. The Officers said:

> **"The shape of the large one continually changed, but its position relative to us did not, it was always about 90 degrees to port. This distance from us appeared not less than five miles, possible very much more."**

Goose Bay approach radioed the proper channels to have a fighter pursuit plane dispatched. An American fighter was dispatched to intercept the intruders, but by the time the plane arrived the fleet of discs had already departed. [mcxlvi]

National Airways, New Zealand: On October 31, 1955, a UFO came alongside a National Airways DC-3 over New Zealand piloted by W.T. Rainbow and co-pilot, S.G. Trounce. The UFO was seen by the pilot, co-pilot and several of the passengers. The following story comes to us from the '*New Zealand Herald'*. Because this account can be read in *CRIFO Orbit*, a short version is shared below. Rainbow shared:

- "It was an 'eerie experience' and, 'definitely not a comet or meteor.";
- "The mysterious light was first seen well behind the aircraft.";
- "It was flying along the coast on a parallel course and gradually overtook the aircraft";

- “It flew alongside the DC-3 for about 15 miles for a short period and then disappeared ahead.”

“In the five minutes it was in view it traveled from Waitara to the Waikato River mouth, a distance of about 72 air miles. 'It was just above a layer of cloud, and we could see it traveling against the white mass,' said Rainbow. 'The night was clear and visibility excellent.”

“The light was fluctuating in intensity and changing from red to yellow and orange.” A call to flight control in Wellington confirmed that there were no aircraft in the area, but the speed of the object, estimated at 850 mph, ruled out aircraft.”

“During the investigation, it turned out that the air traffic control officer at Hobsonville was also on the N.A.C. plane, and he too, had observed the object. The officer, Hr. A.R. Tuckett, a pilot said the object appeared orange-red at first, then it turned steel blue.' It moved away quickly and disappeared in a moment.”

“In all my flying, I've never seen anything like it,' he said.” **mcxlvii**

Real Aerovias Airlines, Jacarezinho city, Brazil: On May 7, 1959, a UFO crossed the path of an airliner over Itapetinga City, Brazil. The whole crew saw the UFO, and a control tower operator confirmed the sighting. The Convair 340, flight No. 152 of Real Aerovias Airlines, was en route from the Brazilian Capital Sao Paulo to Londrina City, Parana State. Escobar Faria & Richard Hall inform us: The plane “took off at 7:33 pm carrying passengers and crew.” The plane was at 9,000 feet.

> **“While crossing the Itapetinga city area the co-pilot called the Captain, pointing out a strange luminous ball hovering to the right of Jacarezinho city. As the whole crew watched, the UFO changed color from dull orange to bright red. The object then disappeared, but suddenly reappeared to the left of the same city. Later the UFO disappeared again, reappearing on the opposite side of the airliner.”**

“Commander Costa turned out all of the plane lights, and the crew was able to observe the UFO for several more minutes. The passengers were not notified.”

“As the Convair neared Londrina city, Commander Costa ordered the co-pilot to check with the control tower. Sgt. Jaime Correira, on duty in the tower, replied that he had seen the UFO, and his description tallied.”

“Luis Bento Coutinho, a driver at the airport, also reported seeing the object. The whole crew was convinced that the UFO was not any familiar heavenly phenomenon and 'not any conventional aircraft.' Sgt. Correira, in the control tower, said he saw the UFO twice and got a good look at it.” mcxlviii

Venezuelan Passenger plane, Spain: On July 2, 1960, the Crew of a Venezuelan Passenger plane was paced by a UFO as it traveled from Spain. The Captain of the Super constellation shared their aircraft was followed by the UFO for twenty minutes beginning at 3:00 am. The UFO paralleled the plane for the twenty minutes, then suddenly shot off at terrific speed. mcxlix

Updated information on the case: According to the newspaper ‘*Ultimas Noticias’*: “The crew of the Super constellation Y.V.C. ANE, that arrived this morning to Maiquetia, with over 30 passengers disclosed to the reporter that a strange craft had been trailing them for a considerable time and seemed to intend to intercept their plane.” mcl

Li-2 Airliner, Kuangtung-Wuhan air route, China: In October 1963 a Li-2 Airliner on the Kuangtung to Wuhan air route was chased by three luminous unidentified flying objects for 15 minutes. The pilots gave a moment by moment report of the action by radio to the Chinese Civil Aeronautics Administration during this time. Upon landing, the crew was debriefed by Air Traffic Control, and the passengers were interviewed by authorities and ordered not to discuss the incident with anyone." mcli

Japanese airliner, near Osaka, Japan: On March 21, 1965, at 7:00 pm, a UFO paced a Japanese aircraft, disappeared, then chased another airliner. This report is listed in the ‘*Vol. II of UFO Evidence’* as March 18, over Himeji, but the ‘UFO Investigator’ publication says March 21. Yoshiaki Inada, the pilot a Toa Airlines plane with 40 passengers spotted the UFO near Osaka.

“It was an elliptical luminous object which followed the plane for about three minutes, then took up a position 300 feet off the left wing and paced the plane for 55 miles. During this time, Inaba told newsmen; it "violently" affected his automatic direction finder and his radio. He tried to contact Osaka Communications tower but was unsuccessful. The object disappeared when the aircraft reached Matsuyama in Shikoku.” **mclii**

Canadian Pacific Airlines, Peru: This next case comes from Richard Hall, ‘*The UFO Evidence, A Thirty-Year Report’*. On December 30, 1966, at 3:00 am a Canadian Pacific Airlines DC-8 was at 35,000 feet when it encountered a UFO over the coast of Peru.

“Captain Robert Millbank and five flight crewmembers observed a pair of objects that paced the plane for seven minutes. The sky was clear with stars visible. The sighting was reported to the Volunteer Flight Officer Network and in the news media. The phenomenon, appearing initially as a pair of high luminosity lights were first spotted 70 degrees to the left of their flight path at an estimated elevation angle of about 10 degrees.”

“The lights hovered for about a minute, pulsating, then moved down toward the plane and assumed a position off the left wing for another minute or two. As it paced the airliner, the object emitted a V-shaped pair of thin light beams upwards, then later downwards. Finally, it accelerated, pulled away, and climbed rapidly out over the Pacific to the west and disappeared into the distance.” **mcliii**

Capt. Millbank shared: “In 26 years of flying I have never seen anything like this before.” Second Officer J.D. Dahl said,

“In my opinion, the only answer to this sighting is a craft with speed and controllability unknown to us.” **mcliv**

Pacific Western Airlines, Edmonton, Alberta, Canada: On April. 6, 1967 and 9:45 pm a Pacific Western Airlines pilot and crew saw a dull orange-red object that flew erratically as it paced the aircraft, then sped away. Confirmed by radar at Edmonton International Airport (radar-visual). mclv

Between Argentina Airlines, between Cordoba and Tucuman Argentina: On January 3, 1963, the Cordoba paper '*La Gaceta'* for January 3, 1963, reported that a DC-4 passenger aircraft of Argentina Airlines, bound for Salta from Buenos Aires, had been paced by a UFO during the stretch between Cordoba and Tucuman.

> **"The UFO projected a vivid white light on to the aircraft, as the result of which (apparently) one of the four engines was put out of action."**

The pilot managed to reach the Benjamin Matienzo Airport, and the UFO vanished just before he got there." mclvi

Airplane, approximately 300 miles northwest of Rio de Janeiro: On August 9, 1971, a report in the '*Brazil Herald'* for August 11 describes an encounter between a pilot and a disc-shaped object approximately 300 miles northwest of Rio de Janeiro.

The encounter took place on the morning of August 9, 1971, while the pilot was flying between two cities in the Minas Gerais region of Brazil, south of the federal city Brasilia. According to a newspaper, "airplane pilot Vicente L. Buono, 24, in a report to the airport authorities in Uberaba, affirmed this week of seeing a flying saucer which accompanied his aircraft for about 20 minutes on a flight from Belo Horizonte to Uberaba."

In his report he shared; "the object was shaped like two round basins, one on top of the other, and emitted a strong orange-colored light." Buono piloted the airplane when he sighted the object at an altitude of 2,400 meters (approximately 7,800 feet)

"He tried to get in touch with the Air Force base in Brasilia, which proved impossible. He then notified by radio the authorities of Uberaba airport."

"The Air Force officer on duty instructed him to try to get nearer the object, but all attempts failed, as the flying saucer always maintained the same distance of about 10 kilometers from the airplane." mclvii

Passenger Airliner, near Auckland, New Zealand: On February 2, 1973, around 2:02 am, an airliner having trouble with its starboard engine was being paced by a sphere near Auckland, New Zealand. "Captain Peter Telling, flying a Grand Commander aircraft at an

altitude of 10,000 feet over the Ohura Beacon area thought he had a fire in his starboard engine."

> **"About 30 yards from the aircraft was a ball of intense bluish-white light, much like a welding arc, that was 20 to 30 feet in diameter, and stayed with his aircraft for about 20 to 25 sec. The Automatic Direction-Finding Compass and both the gyroscopic compass and magnetic one went haywire and spun at a speed of about 12 revolutions per minute."**

"All directional equipment remained non-functional until he passed over the Wanganui area. The ADF needle rotating aimlessly, the magnetic compass screwed up (not reliable), and needles rotated several rpm for some time. The VOR stayed locked on the source." [mclviii]

Brazil: This next case comes to us from the 'International UFO Reporter'. The information below is a shortened version. In February 1982 around 1:50 am a passenger plane encountered a UFO paralleling their aircraft over Brazil. The '*International UFO Reporter'* shares the following text on the case:

> **"I observed to the left of our airship a 'luminous object, 'similar at first to a runway light, or the landing light of another airship. As we had not received any information from Radio Recife as to air traffic or any Air Force special missions in that sector, I started signaling with our headlight."**

"As we had our automatic pilot going, our flight was stabilized, and there could not be the slightest doubt that the motion of the light was not illusory."

"Aero-Uneas-Argentina flight No: 159 was flying behind our traffic, at a significant distance, direct to Buenos Aires. It confirmed our observation (on tape)."

"I then alternately went on signaling with my headlights to obtain a possible response, but by that time we realized that we were dealing with an unidentified flying object with a very advanced technology, the nature of which we could not fathom, but we knew that it possessed incredible potentialities of speed and locomotion and changes of color..."

"After having received confirmation of what we had been watching from two other airliners following distinct courses from ours, with different angles of observation, with the same judgment of details, it showed we were watching something irrefutably real."

"After flying over Belo Horizonte, about three or four minutes after this, there occurred what we might term the climax of the UFO event. I decided to call the rest of the crew and the passengers to watch but was careful to do so without causing any disturbance or anxiety at the sight of the UFO in all its splendor. Either by coincidence or not. CINDACT A (Integrated Center for Airborne Traffic) called us (taped) informing us that it had detected a blip (radar) at our 9 o'clock position and eight miles from our ship."

"Commander Pravato, of TransBrazil No: 177, watched the UFO flying alongside VASP No: 169 and the newspapers '*Folha de Sao Paulo'*, the '*Jornal do Brasil'* and '*O Globo of Rio'*, all reported him as saying that he saw a large, colored light, the size of a 16" color TV set (!) at about 8 or 9 miles from the VASP plane, following it alongside. His crew endorsed his statement. The Aerolineas Argentina plane, slightly farther off, reportedly registered the UFO on their radar scope."

"He had reported to air traffic control that the object had been following their plane for ten minutes. The passengers ran to the left side of the plane to see the object. The mood was one of suspense and confusion everybody was talking at once. Later when we had landed in Rio, the pilot asked us to report our observation to the federal police, but just before landing, we could not see the object anymore. What it was I don't know, but it was very, very strange." **mclix**

Trying to catch a UFO

Passenger Plane, Near Ubatuba, Brazil: On October 29, 1955, another pilot witnesses a UFO during flight. Captain Elson Van Der Linden tells us the following account:

The story

“On October 29, 1955, I was flying from Rio to Sao Paulo at 2,700 meters (9,000 feet). My crew was composed of co-pilot Menezes, Radio Souza, and steward Luciano."

“To break the monotony, I asked Souza to let me use his post for a few minutes. Before being a Captain, I had been a radio operator and was now craving to listen to those familiar Morse signals.”

“We were flying over a thick layer of low stratus, and everything was quiet. Suddenly my co-pilot started shouting wildly and seemed panic-stricken. Well, he scared me out of my shoes.”

> **“With a jump, I reached my place as he pointed to an enormous luminous ball slightly ahead and about 1,000 meters (3,000 feet) higher. At once I saw the body gaining speed, nevertheless I threw in a few more inches (increased the manifold pressure to get more speed) but was outdistanced.”** mclx

Ground observers watch UFOs chase planes

Ground observer, Leicester, England: On July 13, 1954, a farmer saw a flat object, a "saucer," in apparent pursuit of a jet plane over Great Easton, Leicester, England. Most peculiar was the farmer's description of the UFO as being "practically transparent" although "clearly defined." When last seen, the UFO had caught up with the fighter but stayed at a much higher altitude. mclxi

Ground observer, London, England: On May 25, 1955: Mr. R.R. Russell of England reported the following sighting: “I was watching an American B-47 bomber over Alexandra Park, London, recently when a luminous disc appeared over it. It was at 10:15 pm on May 25 and I had with me a pair of 8x30 prismatic field glasses and a German field compass fully marked in degrees.”

“I saw the B-47 traveling in a slow arc at about 30,000 feet and leaving four contrails, through my glasses, I could see the starboard, port, and taillights. The sky was almost dark except for a brilliant thin crescent moon which was on my right-I was facing west.”

“Just as I was putting away my glasses I noticed another single light coming in extremely fast from a south-westerly direction and what looked like 100 feet above the aircraft. At first, I thought this was

a jet making an interception, but then I saw that the object was not like any form of aircraft."

> **"It was a ball or disc, luminous and amber red. It was the size of a large pea held at arm's length, as seen from the ground, but clearly defined. It left no vapor trail, and I could hear no noise. Immediately above the aircraft it suddenly stopped and stood still. About five seconds later it. glided away swiftly to the left at a speed I would estimate at being around 250 to 300 mph."**

"After covering two inches in the field of view, during which it was moving south- east, it instantaneously reversed on its tracks and moved the same distance to the north-west. Again, it remained stationary, for eight seconds, then shot away in the direction of 230 degrees at what I would say was well over 900 mph and disappeared. The B-47 was still cruising on an extended arc." mclxii

Ground observers, De Havilland Comet aircraft, Chippenham, England: On January 24, 1957, at 11:00 am two men were walking along a road in Chippenham, England when they witnessed a UFO. Looking up in the sky they first observed a De Havilland Comet aircraft was flying west over the town. It was then the two noticed something odd. They both saw an unusual "object near the stern of the airplane."

> **"The craft was "round and dull grey color with a black line across it." The witnesses said the object hovered in place for 15 seconds before disappearing.** **mclxiii**

Ground observers, Glasgow, Scotland: On June 17, 1957, beachgoers reported a UFO dived at four planes over Stevenston, Scotland. According to the witnesses; the aircraft was at a high altitude when the UFO appeared over the aircraft. One witness stated: "It followed them, then dived in front of them."

> **"The object was seen weaving about the jets. One witness described the movements this way: "as if it was playing tag." Finally, the object sped away at high speed.**

A British Air Ministry spokesman told the press: "We have had no reports of 'anything unusual." mclxiv

Near collision events

Air France Passenger Airliner, Paris, France: The '*Albuquerque Journal'* shared with the public that on February 17, 1956, an Air France airliner leaving Orly airport, outside Paris heading to London reported a giant flying saucer. "About the time the Air France pilot said he saw the object, the ground radar screens at Orly airport picked up the object. Orly airport said the object was twice the size of any known airplane."

> **"The strange object hovered for a time then executed a rapid departure at speeds estimated to be over 1,500 miles an hour."**

"The Air France pilot reported that on takeoff from Orly, he noticed blinking red lights above his position."

> **"To avoid a midair collision, he veered the passenger plane away from the object. He then said he watched it "shoot away."**

The article ended with saying: "French officials were investigating the reports. mclxv

Updated information on the case: Frank Kelley of the '*Herald-Tribune'* writes the following situation. "Several dozen experts are at work trying to find out what was going on above, near or at Orly Airport in the outskirts of Paris late Friday night when radar technicians said they sighted and watched for hours on their screen a mysterious object twice the size of a four-engine airliner." "They said the object hovered at 4,500 feet and at times put on jet-like speeds up to 1,500 miles an hour."

"The military radars spotters and the civilian radar spotters at Le Bourget Field north of the city of Paris saw nothing on their screens."

Despite that, an Air France pilot taking off from Orly was told by the Control Tower to be aware of an unidentified object heading for Orly. According to the pilot, both he and his radio operator saw a light to the right of their plane about the same height winking red fire.

The pilot then said: "Hoping to avoid the obstacle, I changed course. The light disappeared abruptly." It was then the Captain was able to regain his course. The Tower operator then said the object was above them, but the Captain was not able to see it at this point.

The Captain said: “I cannot explain this phenomenon, but I’ve never seen anything like it. All I can tell you is it was not an airplane, because we would have seen its position-lights. It could not have been a light from the land, as there was a fog bank beneath us. The night was very black, and I could not see where this light came from. In any case, it seemed to be twice as large as the normal position lights of a plane.” [mclxvi]

Piper Cub, Pan De Azucar, Uraguay: On May 5, 1958, a well-known pilot watched a brilliant object come near his plane and felt intense heat. Carlos Alejo Rodriguez, an experienced pilot and parachute instructor, was flying his Piper Cub between Laguna del Sauce and Pan de Azucar, near the Capitan Curbelo Naval Air Base, Uruguay. It was 3:50 pm., May 5, 1958.

Suddenly, the pilot saw a brilliant object shaped like a "musical top" and about 15-20 meters in diameter approach his aircraft head-on. About 2,000 meters from the plane the UFO stopped.

“I closed up to about 700 meters, Rodriguez said in his report to Uruguay's Centro de Investigacion de Objectos Voladores Identificados (C.I.O.V.I.). "I saw that [the UFO] rocked twice, in a balancing motion. Then it took off in the direction of the sea at a fantastic speed. It left a little trail in the form of water vapor. The temperature was greatly increased, so much that I had to open the windows and door of the plane and take off my field jacket. I almost fainted.” [mclxvii]

Pan American Airlines, Panama: On February 4, 1959, at 3:00 am a DC-6B Aircraft flying from New Orleans, to Panama encountered a UFO. Captain R. Dunker and his copilot and engineer saw an unexplainable device perform unexplainable maneuvers in the sky in front of them. “They were just south or Swan Island at 17,500 feet when a reddish light sped across their course from their right to their left (west to East). About 45 lateral degrees to their left, abruptly a rapid fade in color intensity.”

“A few seconds letter it sped back across their course a to a position about 10 degrees to their right, again stopping

abruptly. In only a few more seconds, it sped back to the 45 degrees left position, stopping "on a dime" and again, as each time before, with a quick fade or color intensity."

"When the object to move again, it moved right straight up the same tremendous speed until out of sight. Total sighting about 45 seconds." mclxviii

U.S. FAA Flight Inspection Pilot, Frankfurt, West Germany: On June 29, 1965; a U.S. FAA Flight Inspection Pilot flying an aircraft at 190 knots in final landing approach (aircraft on radar, object was not) saw a white, round object in clouds on a course intercepting the aircraft. According to the military file, the observer stated he witnessed the object for 2 to 3 minutes. The UFO maneuvered among the clouds. It left no trail.

According to the case file, the witness stated the UFO was larger than a 4-engine transport aircraft also in view with the speed of a jet. At about 5 miles distance, UFO turned in front of the aircraft and disappeared by fading. No features were noted on the object; left no trail. The object flew through a haze and cloud layer at 5,000 feet which partially "camouflaged" the object. The report was sent to Rhein-Main Base and Wright Patterson Air Force Base in Ohio. The U.S. Air Force concluded the object was caused by "reflection." mclxix

Chilean National Airlines near Iquique, Arica Chile: I found this UFO case buried in a Project Bluebook file meant for a sighting in Texas. September 6, 1965, a Chilean National Airlines pilot and crew of a DC-6B had an encounter with a UFO near Iquique, Arica Chile. In an unclassified Teletype message from the U.S. Air Attaché in Santiago through Colonel H.A. Brandon, a newspaper article revealed the following news:

"It was something mechanical – zigzagging – Its movements were not precise-suddenly it changed direction and came directly toward us – it gave me the impression that it had located us with radar!"

The briefing document reveals the witness was saying: "During the 13 to 14 minutes this strange object followed us. It gave me the impression that when it located us, it tried to identify us. At once we

requested information from the Flight Control Tower in Arica and Iquique. We were informed that no other flights had been scheduled in that zone. Then I told them what we were watching. I have never had a similar experience; I didn't believe in "them." It was not an optical vision due to atmospheric reflections. I am sure it was a mechanical apparatus."

Francisco Quintana, in an article entitled: "*Flying Object Giving Off Blinding Light Nearly Collides With a Chilean Aircraft, Pilot Says "Now I Believe In Them*" provided the following information on the case:

- "A solid object, which gave off a blinding red light from its ventilator (?) and in its center had a cupola lit by a mercury-vapor-like light almost collided with a passenger airliner of the Chilean National Airlines".
- "After avoiding a collision, the object came close to the plane and kept pace with it for several minutes, then departed at a tremendous velocity. The event was reported by the crew of the plane and also by passengers who until that moment had been asleep in their seats. The strange event happened the night before last (9/6) when a Douglas DC-6 of the Santiago- Arica Line was flying over the plains, after having departed the airport at Iquique."
- "The pilot, Mercelo Cisterna, was one of the most experienced of the airliner fleet. Flight engineer Segundo Molina and co-pilot Manuel Rubio also witnessed the extraordinary lighted object about 1500 feet above them."
- "The pilots declared later, after the plane landed at Arica, that at first, they thought it was another aircraft and radioed the control towers at the airports of Arica and Iquique to check on other planes in the vicinity."
- "The control towers answered that there were no other aircraft in the sky. The pilot continued to insist by radio that about three kilometers away at a little higher altitude, three (3) lighted objects were flying in formation."

- “The control towers at Arica and Iquique answered that they had no idea what it could be and that he (the pilot) should take precautions.”
- "Then," said the pilot, "I thought I was going to fall apart." At that moment the strange device came toward my aircraft at an incredible velocity.”
- “Those of us in the cabin were paralyzed, seeing that a collision was imminent. "Then I observed an incredible maneuver. It descended, passing underneath us, and then leveling off with us.”
- “For ten minutes it flew beside us, coming closer and moving away until finally it gained altitude and disappeared toward the north. We did not inform the passengers in order "to avoid panic and its consequences." mclxx

Argentine National Airlines Passenger Plane, Rio de Janeiro: On November 24, 1965, around 9:45 pm Captain Longo of the Argentine National Airlines was coming in for a landing at Resistencia en route from Rio de Janeiro when he encountered a near miss with a UFO.

> **“To avoid a collision, Captain Longo executed a rapid maneuver to change course as the brightly lit UFO flew towards his passenger plane. All of a sudden, without warning the mysterious flying object near the passenger plane executed an upward path at a 45-degree angle and disappeared rapidly from view.”**

According to the pilot, the UFO missed his aircraft by 100 yards. Personnel at the airport's control tower also confirmed seeing the same UFO. mclxxi

Piper Navajo, Western Australia: On June 9, 1985, at about 8:30 pm two civilian pilots in a Piper Navajo almost collided with a UFO over Australia. The two men said while flying in the Piper, a spherical shaped UFO maneuvered around the sky and flew ahead of their plane for fifteen minutes. The UFO was an orange sphere. mclxxii

South of New York City's Staten Island: On August 9, 1997, a Swissair Boeing 747 jetliner took off from Philadelphia, Pennsylvania, bound for Logan Airport in Boston, Massachusetts.

Figure 15 - Boeing 747,[x]

This was the first leg of its transatlantic flight to Zurich. While flying at 23,000 feet in a northeasterly direction, about ten miles south of New York City's Staten Island, the Swissair 747 had a near miss with a UFO. According to '*Agence France Presse'*;

> **"the "white object" passed within 150 feet (45 meters) of the Boeing 747, flying at high speed in the opposite direction, i.e., to the southwest. "The pilot said it was 'elongated, white and without wings,' although the co-pilot described it as 'rather round."** mclxxiii

Note 1: In a report from the *Electronic Telegraph*, Issue 856 on September 27, 1997, "An unidentified object narrowly missed a Swissair jumbo jet with 64 passengers aboard at 23,000 feet near New York, a company spokesman said yesterday. The 747 Captain described the object as "elongated, white and without wings" but the co-pilot recalled it as being "more spherical." American aviation authorities dismissed speculation that the object was a missile and said it was a weather balloon. Swiss Radio reported the captain as saying he did not find that explanation credible although neither he nor his co-pilot thought it was a missile. mclxxiv

Note 2: In a '*Drudge Report'*, the pilot described the object, which passed within 50 yards of the aircraft, as "white, elongated and without wings." mclxxv

On approach to Sao Paulo airport: In 2004 a Brazilian passenger plane averted disaster from a near miss with a UFO on approach to Sao Paulo airport. The UFO observed for 14 minutes was described as a self–luminous and self-propelled sphere-shaped device past in

front of the plane. As a natural response, both pilots “ducked the heads down" from a potential collision. mclxxvi

Near Glasgow Airport: On December 2, 2012, a near miss UFO and Airbus 320 at 4,000 feet near Glasgow Airport. According to the BBC, “a pilot reported to the air traffic controllers that "something" passed just 400 feet under his plane. The object as described by the crew observed it was blue and yellow, possibly silver and "bigger than a balloon." The board ruled a fixed-wing aircraft or helicopter was unlikely, as were a weather balloon or a glider, which were unlikely to be operating in the area.” mclxxvii

Between Arrecife and Las Palmas, Canary Islands: In May 1977 between 9:30 and 9:55 pm a DC-9-30 took off from Arrecife Airport when it encountered a UFO.

> **“The plane just reached it flight level when the pilot noticed a luminous object heading in his direction. The second pilot and Cargo attendant were nervous. The pilot ordered light signals to be flashed. At this point, the UFO stopped dead in its tracks, then shot up straight vertically, passed over the DC-9 and took up a position on their port side.”**

“The DC-9 was now at 3,000 meters altitude traveling at 750 kilometers per hour. The UFO stayed with the DC-9 for 20 minutes flying parallel to them at the same speed. As the plane approached Las Palmas, the UFO vanished into the clouds.” mclxxviii

Terror in the skies

Nineteen (19) UFOs | Brazilian Airliner, Brazil: On November 21, 1954, From the ground perhaps they looked like the white dots recently seen over Rome at 8,000 feet, but over the Paraiba River in Brazil, at night, the phenomenon was observed at a closer perspective.

> **“Enroute to Rio de Janeiro, a Brazilian airliner was cruising at 8,000 feet when an unusual glow lit up the dark sky as 19 circular bodies in a formation zoomed into sight at nearly the same altitude as the passenger plane. There was no time for the Brazilian pilot to react. The 13 passengers aboard got a good look at the mysterious objects, estimated**

to be 100 feet in diameter swept passed the aircraft barely 300 feet away. There was pandemonium in the cabin. The passengers were terrified at the sight."

"One screaming woman passenger rushed into the pilot's compartment and had to be physically subdued, and another person momentarily lost his mind and tried to open an exit door!" "After a fight with a crewman, the frantic passenger was restrained." mclxxix

Real-Aerovias Airlines, Rio de Janeiro: On June 29, 1957, an airliner piloted by a Captain Saul Martin was en route from the city of Belo Horizonte to Rio de Janeiro on the 30th when at 6:30 pm a glowing, red-orange, disc-like object approached the DC-3.

The red object maneuvered all around the passenger plane. The UFO paced the airliner, taking up a position above the plane at one time and under the aircraft on another occasion. One of the passengers was the famous Brazilian writer Professor Aires de Mata Machado Filho.

Annoyed, Captain Martin tried to deal with the problem the best he could. All of the lights on the plane were turned off except for the powerful landing lights located in the wings. Switched on, the landing lights cast long beams. The UFO reacted by turning on edge and veering sharply, zooming away out of sight. mclxxx

Real-Aerovias Airlines, Rio de Janeiro: Dr. Fontes' papers on another UFO case the night before the one mentioned above: "Just before sunset on June 29, 1957, a 'Real-Aerovias Airlines' DC-3 took off from Belo Horizonte Airport en route to Rio de Janeiro, D.C. At the controls was a veteran pilot, Commander Gabriel Janqueirs Giovanini. In the cockpit with him was the co-pilot Commander Jackson Lopes Correia. Radio-operator Aluisio Meneses de Araujo and Stewardess Berenice de Oliveira, back in the cabin, completed the airliner's crew. It was a dark, star-lit night, with scattered clouds overhead."

"The time was 6:30 pm cruising at 9,900 feet (or 3,000 meters), the plane droned over the mountains of southern Minas Gerais state. Co-pilot Correia was in his seat. He glanced out from the shadowy cockpit and looked back to the left side of his craft. He saw clouds

and darkness-nothing interesting. However, suddenly a red glow, moving swiftly near the horizon, caught his eye. It was coming after the airliner and following it, some miles behind."

"Puzzled, he watched the red light. This was no wing-tip light; it was too bright. Whatever it was, it was not a conventional aircraft. He swung around to Commander Giovanini: 'Look over there: what do you make of that? The pilot turned and looked out at the 'unknown.' It was more-close now, keeping pace with the plane."

> **"Go back and tell the passengers, get them all to look it. Commander Correia entered the cabin and called for the attention of the passengers. Attention, please. There is a strange luminous object following our plane. Look out the left side.'**

"All the passengers moved to that side and leaned down to look out through the windows. One of them, Mr. Germano da Silva, manager of Atlantico Hotel in Rio was perhaps the first to see the strange craft. It still seemed to be very far from the aircraft, he said later to the press. At first, I saw nothing special, only a bright red light. It could be a lighted house on a mountain."

> **"We are, now, flying at 9,900 feet,' he said. 'The object is at the same level as our plane, everyone can see. Moreover, I don't know of any mountain in this country with such a height."**

"He broke the silence asking for the powerful binoculars that were in the hands of a nearby passenger. After a careful study of the UAO (UFO) through the instrument, he instructed the passengers to use it too."

> **"For fifteen minutes the UAO followed the airliner, apparently keeping the same distance as before. However, suddenly, with growing astonishment, the observers saw the light increasing in size. The mysterious glowing object was coming toward the plane. In fact, it was overtaking it rapidly."**

“The passengers stared at each other, scared. The 'thing' was now near the plane, flying at its side at an unknown distance and (again) keeping pace with it. It was no more a single light-but a lighted object. From the lighted cabin, it was difficult to get a good look at the UAO, but it appeared to be shaped like a flattened disk and seemed to be surrounded by a faint red glow. No one reported any dome on top of it-but the upper part of the object was in the darkness and no details could be seen on it.”

“The witnesses froze on their seats, as they saw the strange red object glowing behind the wing. Suddenly, in an unexpected maneuver, the glowing saucer rushed toward the plane, passing above it at tremendous speed.”

At this moment passenger Germano da Silva, who still had not observed the UAO through the binoculars, got a close view of its bottom. He noticed clearly that the alien craft had three orange-red lights on its underside, forming a delta-shaped geometrical figure (an isosceles triangle with the acute angle toward the front). Those lights were steady and bright but showed no unusual characteristics.”

“After the dangerous maneuver described above, the UAO started a crazy dance around the plane, making several passes at the DC-3, crossing above and under it or at its side, or passing before or behind the plane. It was constantly changing its altitude, course, and speed.”

“For a few minutes, the UAO seemed to enjoy the game and continued to play that nightmarish dance around the plane. Panic-stricken, the crew, and passengers watched the scene quietly. They could do nothing about the situation. They could only pray. Maybe this does appear like a horror tale-but it was what happened.”

“Commander Giovanini decided, however, to do something. He ordered the Crew to switch off all the lights of the plane. When this had been done, he turned on the landing lights. The powerful lights in the wings flashed on. A blinding beam of white light reached out from them and cut through the darkness toward the place where the three orange-red lights marked the location of the UAO. The beam found it and, for a few seconds, all the witnesses saw the object distinctly, clearly outlined against the sky. They all agreed that it was entirely

different from any ordinary air- craft-uncanny enough to startle anyone."

"The UAO didn't approve of the landing lights. So, it speeded up to escape. Turning on edge it veered sharply to one side, disappearing swiftly from sight. Then it appeared again-but now it was at some distance from the DC-3, some miles behind it. "The UAO kept this position for the rest of the trip, as it continued to track the airliner. It disappeared only when the first lights of Rio de Janeiro showed at the horizon. For about forty minutes it had been following the plane." mclxxxi

Passenger Jet, Lima, Peru: Timothy Good in his book "*Beyond Top Secret*" provides us with this next case. On February 3, 1967, around 6:30 pm a pilot of a passenger plane encountered a UFO near Lima, Peru.

"The pilot was flying a passenger jet from Chiclayo to Lima. The DC-4 was at 7,000 feet at 24:30 GMT (February 2) when they saw, west of the plane, a very luminous object which they thought was a star or planet. However, after they were very sure that the apparent movement of the object was not the effect of their aircraft's motion, they could see that the object was approaching them very fast and was closer to their aircraft. They estimated the distance of the object was about eight nautical miles. "

Pilot: "At this time it was a spectacle, it had so much light that all passengers of our plane saw it and started to be very nervous and exclaimed, "There is an OVNI." After a while, the UFO passed over the plane and stopped right over them. At this moment they noticed a 15° left oscillation on their radio compass, and later a 20° right oscillation without stopping, and all the lights in the main cabin started to reduce in intensity. Then, as their fluorescent lights of the cockpit and all radio receptions went out, there was a bit of static noise." mclxxxii

Looking for UFOs

Cruzeiro do Sul Airlines, off the southern Brazilian coast: This next case comes to us from the Sao Paulo, Brazil, civilian UFO group, Centro de Pesquisa dos Discos Voadores. On July 14, 1957, around

5:50 pm pilots aboard a Convair PP-CDY plane encountered a UFO off the Brazilian southern coast. Captain Ribeiro was piloting the aircraft at 4,200 kilometers high. Captain Ribeiro shares the following:

“My copilot called our attention to a strange luminosity ahead of our plane, a little to the left and on a slightly higher level.”

“The light was white, and its intensity was something none of us had seen before. It grew rapidly in size, and when it was at an estimated 20 kilometers from us, it made a 90 degrees sharp, very sharp turn to the left and flew toward the coast.

“At the moment it changed its course we were able to see that it was some sort of cigar-shaped form, thicker in the middle than any cigar. It was white as though it were made of aluminum. Then we saw that the white luminosity was ahead of the body or in the front part of it.”

“Behind the body, we could see orange, red and blue colors changing in quick succession. The speed was 'enviable,' and we had the stranger in sight for 10 or 15 seconds.” mclxxxiii

South African Airways, Tanganyika-Kenya border: In the Spring of 1951, a South African Airways Constellation passenger plane witnessed a UFO while passing over an extinct volcano. According to author Frank Edwards, the pilots noted a silvery disc deep in the bowls of the great mountain; They orbited their ship over the crater when suddenly the disc took off at a high rate of speed and shot straight up into the air. Two passengers on board the plane managed to take a motion picture of the disc. mclxxxiv

When passenger plane engines cut out

Varig C-47 cargo plane, Brazil: This next case comes to us from Frank Edwards. On August 14, 1957, around 9:00 pm a Varig C-47 cargo plane had a near miss encounter with an unidentified object over Brazil.

“Captain Jorge Araujo and his co-pilot Edgar Soares just left Porto Alegre bound for Rio de Janeiro. They were flying along at 160 miles per hour above the cloud deck at 5,700 feet when they observed a brilliant object to the left and slightly behind their position.”

“A few seconds past when this brilliant object suddenly rushed upon their plane, streaked out ahead of them off to the right of their

position. Immediately this object then swept in towards the plane."

According to their written report, the object was described as disc-shaped with a low shiny dome on top. Author Frank Edwards stated as the UFO drew close to the plane it experienced some form of electromagnetic malfunction.

> **"Captain Araujo recalled the lights on the C-47 aircraft dimmed to extinction, the engines sputtered, and the radio reception was poor. Araujo and Soares then reported seeing the UFO plunge downward into the cloud deck. Once the UFO passed at enough distance the planes, electrical systems came back to normal."**

According to Edwards, the story made headlines in Brazil and South America, but not in America. Edwards was pointing out the fact the newspapers in America was reticent to report such cases to inform the public.

Edwards also pointed out in a similar incident occurring several months later (November) another Varig plane piloted by Captain De Beyssac also encountered a UFO over Brazil. However, this time orders were given that all Varig pilots were now forbidden to report such encounters to anyone other than officials of the airline.

The news blackout was real; it seems very similar to the "no tell" protocols initiated by the American military and commercial airlines in the early 1950's. mclxxxv

Updated by Dr. Olavo Fontes 1: "A luminous object approached a Varig Airlines C-47 en route from Porto Alegre to Rio de Janeiro. The pilot, Commander. Jorge Campos Araujo said his co-pilot first noticed the UFO pacing the plane to the left. As they watched, the UFO suddenly sped ahead and crossed just in front of the aircraft. Then it hovered briefly and dove into the undercast at about 5,700 feet (The plane was flying at 6,300 feet).

"At the moment when the strange object hovered briefly, the engines of the airliner began coughing and missing, and the cabin lights dimmed. When the UFO moved away, the aircraft's electrical system returned to normal. "Cmdr. Araujo described the UFO as 'shaped like a saucer with a kind of cupola or dome on top of it. ' The

whole cupola glowed with an intense green light. The flattened base glowed with a less intense yellowish luminosity.” mclxxxvi

Updated by Dr. Olavo Fontes 2: “It was 8:55 pm,' Commander Araujo reported to the press. 'The plane had crossed the town of Joinville just five minutes before. I was absorbed in the instruments control panel when my attention was called by co- pilot Soars, who was pointing out to a luminous object which was flying at the left side of the airliner.”

“It was not another plane, neither an astronomical body. I am absolutely sure. When the co- pilot called my attention to it, the strange craft was placed far to the left of our plane.”

“We were flying on a ten degrees course. There was no chance of mistake. Though there was a thick layer of clouds below us, at 5,700 feet, all the sky above that layer was clear. We had a visibility of about 80 miles.”

“Suddenly, in an unexpected maneuver at unbelievable speed (apparently supersonic), the mysterious craft was ahead of us and crossed to our right side, following a horizontal trajectory that made it pass just in front of the airliner, at the same level. After this dangerous maneuver, the strange object stopped in mid-air, for a brief time-motionless. Then it abruptly went into a dive and was out of sight, lost into the cloud bank below.”

“Besides the commander and the co-pilot, Radio Operator Rubens A Tortilho and Stewarts Jose D. Souza Machado and Afonso Schenini also saw the mysterious object. They were called to the cockpit and came in time to watch the UAO.”

“There were also passengers aboard, but none of them witnessed the sighting. One of them, an Army officer, had been called by the crew to be a witness, but when he came to the pilot's cabin together with other passengers, it was too late. The UAO had already vanished into the thick layer of clouds 600 feet below the plane. As it had cut off the way in front of the plane, the crew was sure it couldn't be seen from the passenger's windows.”

“All members of the crew stated that the object looked like one of so-called 'flying saucers.' It was shaped like a

saucer with a kind of dome or cupola on top of it,' reported Commander Araujo.”

“The whole cupola glowed with an intense green light. The flat base glowed with a less intense luminosity, yellowish in color. No windows or portholes were visible on the object. Since we didn't know it’s real size, we cannot estimate the speed-and accurately how far that mysterious flying object was from our plane. Its apparent diameter, however, was about six feet and the speed was incredible-obviously supersonic. I believe it was about six miles from us, but this was just an impression,' concluded Commander Araujo.”

“Soon after the sighting, Commander Araujo radioed a UAO report to Varig Airlines communications at Congonhas Airport, Sao Paulo city. Others heard about it, and a few days later someone told a Sao Paulo newspaper about the sighting. The PP- VCC's crew was interviewed and confirmed it. Commander Araujo's report hit the headlines all over the country on August 20th. Despite this national publicity, the Brazilian Air Force refused to make any comments about the sighting-even to debunk it. "Why?”

“Because the story, as published by the press, was not complete. There was something more, something not told to the press-something 'too hot to handle.' Because of it, it would be unwise to apply any pressure on the crew. They might get angry and talk too much - What was it?”

“A few hours after the sighting, the Varig airliner landed at Sao Paulo Airport. There Commander Araujo met a man who was a close friend of his, a former airline pilot who still works at the Airport as traffic chief for another airline. He found them [Araujo and the Varig aircrew] seated around a table, silent and scared. He felt there was something wrong and asked about it. Commander Araujo reported the sighting. In the end, they were silent again, the whole crew. My friend tried to break that uneasy silence.”

“I see that you are shocked about your uncanny experience, all of you. Don't be so impressed. After all, it was only a saucer-not a ghost.”

“It was worse than you think,' answered Commander Araujo. His hands were trembling. 'There is something more. Make it confidential.

When the object reached our right side and stopped for a brief time, just at that moment;"

> **"The engine of the plane began acting up coughing and missing. All lights inside the cabin dimmed out and almost went dead. It seemed that the whole electric system of the airliner was going to collapse.**

However, a few seconds later the UAO dived abruptly into the clouds, and everything was normal again. However, we cannot forget those terrible seconds when we were between life and death.

> **"I saw my plane crashed; everybody killed, it was like Hell...Damn it; it is not pleasant to play the sitting duck."**

"That is what had happened. No member in the crew dared to report it to the press, for obvious reasons. However, they didn't refuse to talk about it privately so that I was able to confirm the story through other sources." mclxxxvii

UFO escorting planes

Spantax Company Plane / Las Palmas, Villa Cisneros (Canary Islands): On March 14, 1968, around 9:00 to 22:15 pm a Fokker F-27 commercial transport of the Spantax Company was escorted to several destinations by a shiny white sphere-shaped UFO.

> **"According to The Captain Andres Ciudad Aldehuela and copilot Francisco Andreu as well as the Control Tower at Villa Cisneros Airport, the Fokker F-27 was on final approach when they noted a white sphere traveling next to their plane. The sphere remained off the port side for 4 minutes until it landed."**

"Then the sphere flew over the control tower and hovered over the nearby barracks of the foreign legion. The Fokker F-27 took off again heading to Las Palmas, and the sphere joined the flight, again of the starboard side for the hour flight. mclxxxviii

Passengers see the UFO

Nairobi, Kenya, Colony, East Africa: February 19, 1952, at 7:00 am passengers and crew took off from Nairobi West Airport in a Lodestar. Around 7:20 am, the radio officer spoke to Captain J. Bicknell about a white object hanging motionlessly at 10,000 feet above Mount Kilimanjaro. The captain and crew noticed whatever it

was, was not moving. They first believed it to be a meteorological balloon. They then used binoculars and found the object was silver, bullet-shaped, have dark vertical bands along the fuselage. The UFO was at 10,000 feet.

Captain Bicknell estimated the object was 200 feet long with a metal structure. The UFO also had a square cut vertical fin at one end. It remained stationary for 17 minutes.

Passengers on the plane took turns with the binoculars and took photographs when the enormous craft began moving. It then moved up to 40,000 feet. The captain confirmed as it departed it left a vapor trail with no visible signs of propulsion. The Air Force did not conclude the case for “insufficient data for evaluation.” I have seen a smaller version of this in Connecticut. mclxxxix

Lisbon, Portugal: On July 30, 1976, three different crews from three different airliners spot an unidentified flying object the size of a battleship (e.g.; 900 feet long). The sighting was prompted when Lisbon Air Traffic Control Center notified all three flights that large objects had been reported in their flight path. The pilots did confirm during one instance 40 passengers (of the 80 onboard) including the Pilots witnessed the object "sitting" in the sky over the ocean.

- Note 1: the BBC interviewed captain Dennis Woods. The Captain commented: "Suggestions that the three objects were balloons, stars or satellites, strange clouds or reflections are quite unacceptable to us." As I looked to the west, we saw this very bright headlamp in the sky. All the cabin staff saw it too, and I told the passengers. Then it was joined by two cigar-shaped objects as big and solid as battleships."

- Note 2: On the return trip, (two hours later) captain Wood tilted his radar scanner. "There, in the same spot, were these two cigar-shaped things. We got to within seven miles of them when they disappeared from our screen".

- Note 3: Another quote from Charles Bowen Book: "As we looked up, there was this brilliantly white, incredibly bright object. Relative to us, it was at 90 degrees and looked about 30 degrees in elevation. It was an incredible thing to see it just sitting there, so I said (to his crew), I think we will tell the passengers, so I made a cabin address and said: 'If you look on the starboard side, you will see what we believe to be a UFO."

- Note 4: "Then as we were looking, a long cigar-shaped, or sausage-shaped brown affair appeared below it and to the starboard side of it. It just materialized, just appeared there, and then another one appeared next to it. Certainly, I saw this very bright light, which Lisbon had, asked me to confirm and the TriStar had already said: 'Yes, we have this UFO in sight.' I confirmed that (to Control) and I said: "There is no way this is a star or planet.' This is all on tape."

- Note 5: "We saw the bright one for eight minutes, but (as for) the other two, I think the first one appeared two minutes later and the third at the same time. It was then that I thought I was looking at something very unreal. I think the bright light was fascinating, but the other things were also extraordinary, and something that I cannot possibly explain. It certainly was not natural. If natural is what I have been accustomed to for the past 20 years, then this was not natural, and the other members of the crew agreed with me. mcxc

Damage to passenger planes

Between Beijing and Wuhai, China: On December 19, 1996, a silver-gray metallic object struck the top of a Boeing-757 cockpit

belonging to a Chinese Southern Airlines aircraft on a flight between Beijing and Wuhai, China cracking the outer windshield. The plane made an emergency landing. mcxci

Updated information on the case: In reviewing the Aviation Safety Network database, this accident is not listed.

UFOs out over the Atlantic

Passenger Plane, West Indies: On March 8, 1957, at 4:30 am Flight 215 with Captain Wyland at the controls observed a blob of light in the pitch-black sky. Captain Wyland later told newsmen: “It appeared first as a bright light, traveling fast it grew in intensity until it was exceedingly brilliant for a moment as it passed, then it seemed to fade.”

According to Wyland the perimeter of the thing was a greenish-blue which blended into a white center. As the thing passed his plane, Capt. Wyland observed enough to tell something about the object's path, and that portion of the object not visible before. Captain Wyland said it:

> **“...looked at first as though it were coming directly toward us on our flight level. It either veered slightly, or our original impression was in error, as it slanted diagonally across our starboard quarter descending and seemed to 'go out.' As it passed, there was a definite reddish tinge to the tail or rear portion, and a piece seemed to fall off or was ejected. The portion that dropped off was 10% the size of the whole, and was reddish in color."** **mcxcii**

Conclusion to Chapter 29

Seeing a UFO near their passenger plane brings different human reactions. In some cases, the passengers rushed to the nearest window to see the UFO. In other cases, the passengers become scared not knowing what to do "so they panic." This is another reason to educate the people on what they can do, and expect if they see a UFO in flight. As to becoming scared, people need to be educated that they will have to trust the passenger plane and UFO pilots from a mid-air collision. In this chapter, we learn some new facts.

1. UFO pilots inspect our planes in flight: We studied how UFOs approach and examine planes. We can see in many cases, these UFO Pilots circle our aircraft, pass under and over our planes.
2. Commercial Passengers are at risk of midair collision: The UFO pilots are unpredictable when it comes to the fast-head-on rushes toward our planes. Its Russian roulette and only the UFO pilot can avert the disaster. Our commercial jets are sitting ducks in a field with many hunters blasting away. In one case a passenger plane in China was "grazed" by a UFO when it crossed the nose of the plane. Fortunately, all on board made it safely to the ground, however, the plane's nose when "dented in."
3. What the World Governments can do: All passengers should be warned of the potential of a midair collision with a UFO and its crew. Despite my feeling, it's a national and global security concern; it is also a human rights concern.

If you want to learn more about these encounters you can read them in the 'Flying Saucer Review' 1989, Vol: 34, No: 1;

Chapter 22: UFOs pace Automobiles

“The UFOs pulled up close behind the car very quickly”

Around the world, UFOs / UAPs approach and hover over Automobiles. In other cases, the UFOs / UAPs travel along the vehicle's side while the driver and occupants are astonished.

In many UFO / UAP cases, the spacecraft will fly past the car and deliberately land in the road to stop the automobile. This UFO landing intends to allow the aliens to meet the human driver and occupants of the car.

Do the pilots and crews of the smaller vessels stop human vehicles to meet the occupants?

We do not have the answers to these questions. In this chapter, we look at this phenomenon.

Oslo, Norway: In November of 1953, two Norwegians, Trygve Jansen and Fru Gudnm Buflod, were out for a drive near Oslo when a disc-shaped object with "gaseous wings" began to follow their car.

> **“The disc came closer and closer and then it circled the car once before coming to a stop about 25 feet in the air a short distance down the road. Alarmed, Jansen the driver, braked to a stop, afraid to drive under the strange object. Peering at the now stationary object, the two Norwegians could see that the disc-shaped object was about six feet wide, with "legs" protruding from the bottom and a "dome" protruding from the top.”**

The UFO then zoomed away. After the encounter the two men thought about their experience. Both men shared that they “had the feeling they were being observed” and they experienced a prickly sensation over their body. One of the men found his “wristwatch had stopped running. When Jansen took the-timepiece to a shop to have it fixed, the repairman said the mechanism needed extensive work-

since it appeared a powerful magnetic field had affected the moving parts." mcxciii

Kasama, Northern Rhodesia: In April 1954 around 7:30 pm a man and his son witnessed a UFO between Fort Rosebery and Kasama, Northern Rhodesia. The witnesses were D.G.L. Clarke and his son Peter. The object was oval in shape with a light on top. The UFO was also said to be a bright rosy red that changed to blue. Here is a description of the event:

> **"They were traveling in a car when the light was first sighted. The UFO came at a pretty terrific speed and changed colors as it approached about 500 yards before it swerved away to the left. The UFO came at them and swerved away twice more. Then it was gone for 10 minutes. The next time it came down towards them it gradually sank lower and lower until it could be seen through the trees. Then further along the road, they again saw the light ahead, and they thought it had landed on the opposite side of the river. At this point, they were so frightened that they turned back." mcxciv**

Wincanton, England: On May 20, 1954, Mr. Nigel Frapple was cycling home from a dance when he encountered a UFO. At the Redlynch crossroads, he saw an orange glow in a field and stopped to observe it from a hedge. The glow came from a huge object on the other side of the hedge only 35 meters away.

> **"The UFO was hovering less than seven meters above the ground and made a throbbing sound. After a minute it moved away toward the northwest, accelerating and climbing into the sky." mcxcv**

Buchy, France: On November 13, 1954, at 3:30 am a motorist came face to face with a UFO at Rouen, France. According to '*Flying Saucer Magazine'*, a luminous UFO was resting on the "ground next to the intersection of Routes N28 and N319 in Rouen, France." As the observer passed the UFO, flickering green-white rays of light, his car's electric system starting having trouble. "Although the engine missed a lot, it did not fail." As for physical effects, the driver "experienced paralysis and a prickling sensation." mcxcvi

Windows in a Saucer | Georgetown, Connecticut, USA: In February 1957 around 10:00 to 10:30 pm Mrs. Ina Salter from Ridgefield was visiting her daughter when she spotted a UFO while driving up a hill near Georgetown, Connecticut. According to Mrs. Salter, the trees obstructed the object, so she took her foot off the accelerator to stop the car. The UFO was cigar shaped, had no wings or fins. According to the '*APRO Bulletin'*:

"it looked as if someone was holding a giant cigar in the air".

The UFO hovering just off the ground about 10 feet off the road. Mrs. Salter could see three to four portholes along the side of the object that were illuminated with yellowish light. She believed the portholes were approximately 18 to 20 inches in diameter. Salter then noticed movement inside the object through the portholes. She said: "looked like shadows moving past the window."

ILLUSTRATION OF CIGAR SHIP WITH PORTHOLES

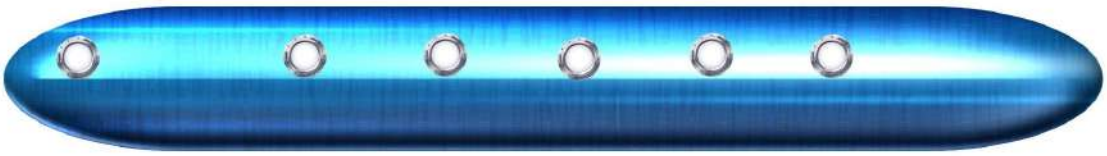
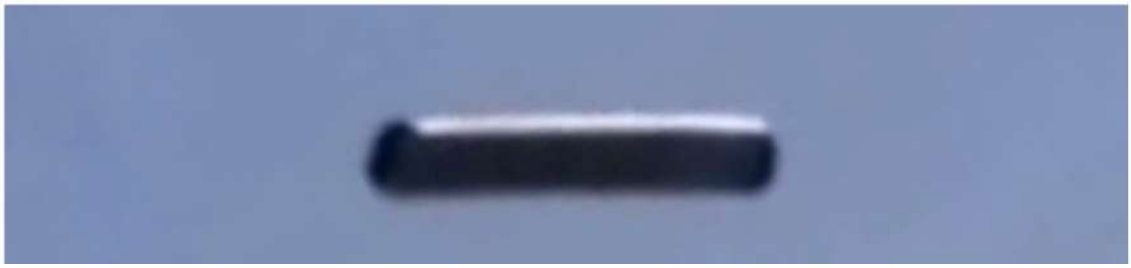


PHOTO OF CIGAR SHIP OVER IDAHO 2016



The object had a large square bottom and was illuminated with same yellowish light. She shared: "I had the impression that the square was an opening because the light instead of going out, got smaller "as if a door was sliding along, the length of the square." She approached and the UFO suddenly rose straight up, staying parallel to the ground. It hovered for a second or two at just about tree top

height then “sped away very purposely” still staying parallel to the ground. mcxcvii

Edinburgh, Scotland: On November 8, 1957, fourteen potato pickers observed a UFO following their truck near Edinburgh. According to the witnesses, the UFO came in from the North Sea and followed their lorry (truck) for several minutes before zooming off. One witness stated:

> **“I swear on the bible it was no balloon. It swooped down and kept behind us until it suddenly stopped. It then flew away leaving two vapor trails.”**

Air Ministry officials in London, confirmed it was not a plane, balloon or meteor. They also admitted the case was “quite baffling.” According to the source, the Edinburgh police was taking the matter very seriously and interviewed all witnesses. mcxcviii

Ponta Poran, Brazil: On February 19, 1958, at 4:00 am Mrs. Mendonea (or Mendosa) was on a deserted stretch of asphalt that led from downtown Ponta Poran to her farm in the Countryside when she encountered a UFO.

“She was traveling in a Jeep with her nine-year-old son, Fernanda. Driving the vehicle was Mrs. Mendonea's farm foreman, Marcio. During the drive, the subject of the UFO incident the previous December came up. The foreman was a firm agnostic in regards to such stories. While laughing at Mrs. Mendonea’s claims, the foreman spotted a reddish light moving in the sky. Immediately Mrs. Mendonea suspected the light was a UFO. The foreman thought it might be safe to drive under the hovering UFO. Mrs. Mendonea didn't want to take the chance and insisted they return to town as fast as possible. As the jeep turned and raced back to Ponta Poran, the UFO followed the Jeep without interfering.” mcxcix

Updated information on the case: “When the Jeep carrying Mrs. Mendosa reached the outskirts of town, the UFO rose higher in the sky and continued to pace the vehicle as it drove down the streets to the central district.”

> **“The UFO took up a position over the local headquarters for the Brazilian Army. For a half hour the UFO hovered in that place in the sky: "Meanwhile, Mrs. Mendonea ran**

through the quiet streets, knocking on doors, and a small crowd gathered in the street, including Dr. Athamaril Saldanha, Dr. Eraldo Saldanha and his wife and Mrs. A. Saldanha and her two sons who joined the group some minutes later."

"They watched the object for fifteen minutes until someone suggested they do something to make the object show it's hand. It was only observing the people. Mrs. Mendonea's group and the Saldanha party boarded two Jeeps and headed for the edge of town. The object appeared to follow them. The two vehicles stopped at Porteira Ortiz; the object stopped, too. However, instead of coming close, this time it started to climb vertically; then it stopped. Viewed through binoculars, the object resembled an aluminum ball (sphere). At 6:00 am the object moved suddenly, shooting straight up at tremendous speed and vanishing." mcc

Missile shaped Object | Near Winsted, Connecticut, USA: On December 16, 1958 around 1:00 am, two couples in two separate cars witnessed a UFO as they drove through Marlborough near Winsted Connecticut. The UFO was "missile shaped" with no visible windows or lights. According to the article, "the object moved parallel to the road and the cars near Lake Terramuggus.

The UFO was moving at a high rate of speed in a northerly direction and then cut east directly in front of one of the cars. The object appeared as an icy blue color and then changed to a red-yellow as it moved away.

As the object moved away from the cars one observer noted a round white light that appeared to be engine exhaust. There were no markings on the object. The other car noted a bulge in the rocket ship one third of the way back. There were no navigation lights. They also stated they heard no sound from the object, though they admitted the heater was on in their cars." Richard Mourey and Tony Lloyd drew a picture of the object for the '*Hartford Courant'* paper. mcci

UFO approaches car | Granby Connecticut, USA: We owe thanks to researcher Walter Webb for this next case. Walter interviewed the witnesses to the UFO encounter. In April or May 1962 around dusk

three women returning home to Granby, Connecticut witnessed a UFO following their car. The three women were: Miss Madge Brennan, Mrs. Betty Ritchie and Mrs. Celia Brennan.

"Driving on Day Street, two of the women saw a bright light in the sky, which then appeared as two yellow lights. These two yellow lights separated from each other in a horizontal position, crossed the road at a low altitude and vanished behind trees to their left. The objects appeared 1/3rd to ½ mile in distance from them."

At first, the women thought the object might be an airplane about ready to crash. They then realized, it was not a plane but something else.

> **"As they drove by the tress they could see the objects hovering over a field, one above the other. The bottom craft was a few feet off the ground."**

"Mrs. Bettie Ritchie stopped the car and shut off the engine, leaving the headlight on. The three women then observed the two objects assume a horizontal position and approach the car."

> **"It was then Mrs. Ritchie turned on the engine and moved the car down the road with the objects following them. The UFOs pulled up close behind the car very quickly and matched the car's speed for what Miss Brenan said was about four minutes. To Madge, the objects appeared only several feet from the rear window and at the level of the top of the car."**

"The impression was that they were spherical with a clear-cut round outline, only a few feet in diameter. It had a yellowish color with bright red patch that seemed to be moving around as if rotating. According to all witnesses the object made no sound."

> **"As the women sped down the road, they began to shout and panic. At the end of the encounter the objects turned away to the right and disappeared behind trees in the direction of Granby."** **mccii**

Between Olmos and Mar del Plata, Argentina: On August 1, 1962, at 1:40 am Ricardo W. Sommer, witnessed a Cigar shaped UFO between Olmos and Mar del Plata, Argentina. According to a '*Tucuman newspaper'*; Ricardo W. Sommer and his wife were driving

in his truck when “suddenly a blinding light behind them seemed to indicate that some other vehicle was about to pass. However, the light was fluorescent and so bright that they could not even see the rear end of their truck.”

> **“Suddenly they found themselves right beneath a huge cylindrical craft traveling in the same direction as they were. In addition to the intense fluorescent light, it was giving off reddish sparks. Senor Sommer made several attempts, but in vain, to escape from it by accelerating, and so they continued to travel along beneath it for no less than 15 kilometers until they reached La Atalaya, where the cigar turned away abruptly across the country and vanished.”**

“Senor Sommer (an engineer) declared to the newspaper that such a craft could unquestionably only be extraterrestrial.” mcciii

Arica, Chile: On January 23, 1963, a truck traveling with ten passengers from Chapiquina to Arica was halted by a huge blue ball of fire which seemed to be coming straight toward them. “The passengers in the rear fled in panic, whereas those in the cabin remained where they were. The UFO came to a stop at low altitude precisely over the truck. The witnesses described the object as being cigar-shaped, with a white cabin and with flames coming out from the tail.” mcciv

Terryville, Connecticut, USA: On November 30, 1964 around 11:00 pm a medical official from Terryville saw an unknown flying object with a blinding light descend toward nearby woods. According to NICAP reports, the observer drove into a clearing where the UFO landed. Upon reaching the location the machine took off, rushing over his car. The observer stated: “Needless to say, I was frightened,” - the UFO disappeared - “faster than jet speed”, leaving a burned area and landing marks. mccv

Scary moments | Westport, Connecticut, USA: Reid MacCluggage of the ‘*Hartford Courant’* provided the information on this next case. On March 14, 1966 about 9:00 pm Miss Barbara Butterfield had just picked up a friend (Linda Formolli). As they traveled on Boston Post Road, they both noted something in the sky. It was a bright red ball (sphere) above the trees. Before they could stop the car, it

disappeared. Then they picked up another friend (Phyllis O'Dea) and shared what they saw, 'Phyllis laughed'.

Down the road Barbara suddenly screamed. Hovering 100 feet over the car was a saucer with red and white lights flashing. Suddenly it turned white and "just whizzed away". At 11:30 pm as Miss Butterfield approached Southport Center near the New Haven Railroad Bridge the saucer dropped from the sky and hovered an inch or two off the road in front of her car. She said:

> **"I slammed on the brakes. I thought I had hit it. I don't see how I could have missed it. But it just took off."**

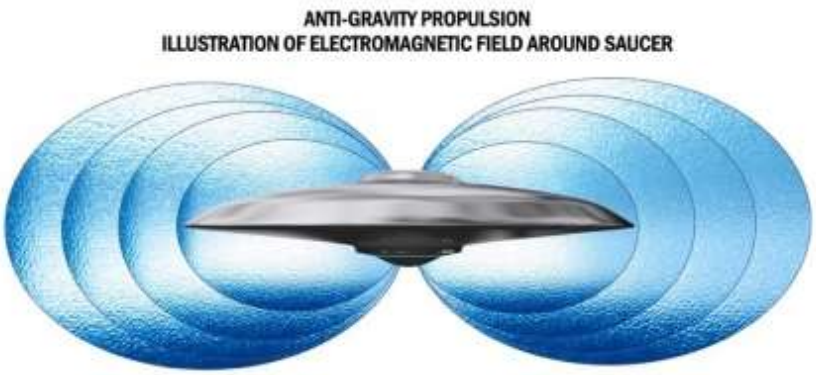
She explained later in reports that the saucer was huge, it covered the road and part of a parking lot. She also described it having red and white flashing lights and it "had a flat bottom and a dome". mccvi

Rio de Janeiro: Between September 24-26, 1970, two men driving independently near Rio de Janeiro had to be treated for shock after each reported being followed by a low-flying UFO on roads outside this South American city. Both men told similar stories to police, although the men had never met. The witnesses said their cars "were followed by a UFO which emitted a blinding light. When they tried to speed away from it, their vehicles would not respond." mccvii

Western Australia: On May 24, 1985, a man was driving to his place of work at a bakery in Gooseberry Hill, Australia when he ran into a UFO. According to the witness the white object zigzagged in flight and followed his car after swooping down several times. The UFO remained stationary at the bakery until 7:00 am when it departed. mccviii

Chapter 23: Anti-gravity Propulsion and Electromagnetic Effects

“The car stalled and the headlights went out”



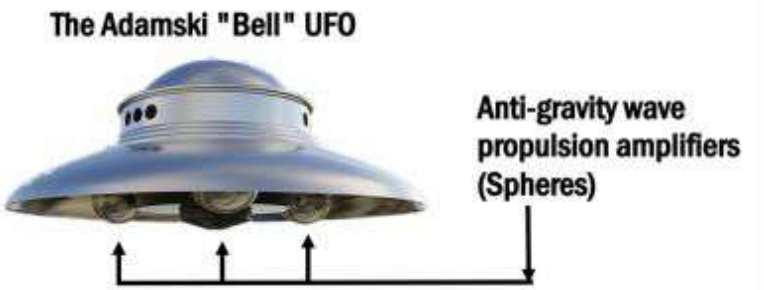
Humans have yet to complete the final development of an antigravity propulsion system for space travel. For over 80 years, ever since the United States recovered the first alien ships, scientists have studied how UFOs (alien ships) travel the skies and space without a combustion engine power plant.

As used in this chapter and book, Antigravity is defined as follows:

> **Antigravity** means a power plant built by extraterrestrial beings used to propel their spaceships by reversing gravity. To affect the spaceship movement, additional means are used to manipulate the gravity field produced by the propulsion system using lifters, emitters, or amplifiers. These amplifiers enable the UFO to fly forward, backward, up, or down by creating a vortex of electromagnetic fields that interact with the earth's magnetic field. In a sense, the craft's propulsion system creates its force field, producing opposing forces to displace the gravity fields of earth and other planetary bodies. The spacecraft then rides the electromagnetic waves.[xi]

The following UFO shows the amplifiers on the bottom of the craft. These amplifiers are rotated towards the direction in which the pilots

of the craft desire to travel.



My own experience in 2012.

I had my first experience seeing reverse electrogravitic propulsion (Anti-gravity) in action around 9:30 pm at the soccer fields in Farmington, Connecticut, in 2012.

After shooting a high-powered spotlight into the air, a small ship descended rapidly towards the soccer field where I was parked. The fast-moving craft swiftly came over trees and dropped in front of us no farther than 30 feet away. It remained aloft (hovering) just three (3) feet above the ground. At first, we could see the side of the object, which looked like a squared off Huey helicopter with no blades or tail section.

To my amazement, the object then rotated itself as if on a pivot table, so the front windshield (cockpit window) faced me. The occupants of the other car and I at the soccer fields were now staring

at the front of some spaceship. I felt as though something or someone was piloting the ship and watching us from inside the ship.

As the alien ship, hovered, it produced no noise, yet I could see clearly the grass blades directly beneath the craft whip around in different directions as if they were being electrocuted.

In retrospect, I was watching the ship's electromagnetic field interact with the earth's gravity field on the grass below the UFO.

Watching the grass blades whip in all directions was similar to watching the effects of a helicopter blade on grass.

Anti-gravity Programs 1955:

As I went back in time, I discovered U.S. Government scientists and contractors discovered alien ships use an antigravity drive engine, which was beyond earth's technical capabilities in the 1940s and early 1950s.

In 1955, "newspapers disclosed that no less than thirty-five (35) Electronics and Aeronautical Companies and several Universities and foundations were working on a program designed to probe the secrets of gravity and universal gravitational under the direction of some of America's top scientists. Martin Aircraft Company – had signed on two of Europe's leading authorities on gravity and electromagnetism.

Furthermore, Dr. Burkharm Heim, Professor of Theoretical Physicists at Goettingen University, and Dr. Pascual Jordan of Hamburg University. Centers where pure research on gravity was in progress, included the Institute of Advanced Study at Princeton, New Jersey, the University of Indiana's School of Advanced Mathematical Study, and the Purdue University Research Foundation.

Other Universities that became involved with Antigravity research were MIT, Roger Babson Gravity research Institute of New Boston, New Hampshire and the University of North Carolina".

As far as Aircraft companies involved, Glenn L. Martin of Baltimore, Convair of San Diego, Bell Aircraft, and Sikorski Division of United Aircraft. Furthermore, Lear Incorporated (Santa Monica),

Clarke Electronics of Palm Springs, Sperry Gyroscope Division of the Sperry Rand Corporation of Great Neck, Long Island.

William P. Lear said that it would be possible to create artificial electro-gravitational fields: "whose polarity can be controlled to cancel out gravity."

According to this information, the goal of the project is to propel vehicles without resorting to the present method of using wings and air to get off the ground. Visualized is the ability to have spaceships capable of fantastic speeds without subjecting their passengers to the "G" forces caused by gravity's pull.[xii]

At the same time, aerospace consultant, Boeing Corporation, was working on experimental antigravity projects. According to other sources, the following additional companies have been researching this topic for years were: Douglas Aircraft, Ryan Aeronautical Co., Glenn L. Martin Co., Gluhareff Helicopter and Airplane Co., Grumman Aircraft, Hiller Aircraft, Hughes Aircraft, Lockheed Aircraft, Lear Incorporated, and Radio Corp.[xiii]

Anti-gravity Research continues

As the above-named Universities and engineering/aviation companies continued with their top-secret Antigravity drive projects, the U.S. Government maintained its debunking campaign. Citizens in the United States were unaware that their government and Russian scientists were rushing to determine how these alien-built ships-maintained flight.

In the book “Flying Saucers – Serious Business," Frank Edwards shared that in April 1957, Mr. "J.E. Surrat, Jr, Vice President of the Society of Aeronautical Weight Engineers stated five major American companies were engaged in Antigravity research projects which were government-financed."

This report from Frank Edwards also pointed out that at the time, Wright Patterson Field (center for Defense Department UFO Investigations) was a multi-million installation designed and equipped for research and study of counter gravity and antigravity forces.

By early 1958, Inland Steel, Sperry-Rand, General Electric, Lear Instruments, Hughes Aircraft, and United States Steel joined the projects to participate in the secrets of gravity."[xiv]

Betty and Barney Hill, 1961

Several years later, in September of 1961, a couple was abducted from their vehicle along a highway in New Hampshire. Betty and Barney Hill watched as the UFO performed aerial stunts in the dark sky and came to land off the highway near the Hills car. The couple noticed the UFO was silent, had no wings, no tail section, and no normal means of propulsion.

This abduction case has been written about extensively and involved Air Force officers from Pease Air Force Base, Dr. J. Allen Hynek, and other scientists.

Professor Hermann Oberth, 1962:

A year later, the mentor of former NASA Chief Werner Von Braun discussed his theories of Antigravity propulsion for UFOs. In May 1962, Professor Hermann Oberth (father of modern rocketry and well-respected German scientist) shared with the public:

1. UFOs "are flying utilizing artificial fields of gravity";
2. The UFO propulsion system: "produce high-electric tension charges to push the air out of their paths";
3. The UFO initially "does not start glowing, and strong magnetic fields are employed to influence the ionized air at higher altitudes";
4. It is this ionized air that "would explain their luminosity,"
5. The method used in this propulsion plant: "would explain the noiselessness of UFO flight"; and
6. The use of artificial fields of gravity "also explains the strong electrical and magnetic effects sometimes, though not always, observed in the vicinity of UFOs." [xv]

Antigravity projects 1966:

Four years later, in January of 1966, True Magazine revealed over forty-six military-sponsored gravity research projects were underway in the United States. Author Frank Edwards points out; this activity peaked less than 20 years after UFOs' arrival over our skies in the 1950s and 1960s.

Dr. Fontes, UFO propulsion 1966:

During this same year (1966), researcher Dr. Fontes was interviewing Brazilian authorities on UFOs and learned about Antigravity propulsion.

Fontes shared: the “examination of instruments and devices found aboard these discs showed that an extremely powerful electromagnetic field propels them. Evidence shows it is a rotating and oscillating high voltage electromagnetic field.”

Brazilian authorities confirmed: “such a kind of field produces a gravity effect yet not understood. All ships were carefully dismantled and studied. Unfortunately, the more important problem was not solved; how these fields were produced and what was the source of the tremendous amount of electric energy released through these fields. No clues were found in any of the discs examined.”

"They got the power from nowhere. On the other hand, there is evidence that large UFOs use some atomic engines as the power source. This suggests that they were able to transmit electric power through radio beams as we now send it through wires."

“Some of the devices found inside the small discs could well serve to receive and to concentrate the electric power. If this is right, a nuclear power-plant operated on a ship of a satellite of large dimensions, placed outside our atmosphere, could feed electric power to a whole fleet of smaller craft operating inside our atmosphere. None of these UFOs of greater size was captured till now.”

“Our Scientists could build a ship propelled by a similar rotating, oscillating electromagnetic field if they knew some method to change

the energy released into a nuclear-reactor directly into electric power. The problem is not solved yet." [xvi]

Police Officer Schirmer 1967:

In December 1967, police officer, Herbert Schirmer, became the first police officer in the United States to witness and describe antigravity propulsion when he had an encounter with extraterrestrials (human like beings) while conducting his regular night patrols in Ashland, Nebraska.

After Herbert Schirmer's close encounter, he was unable to recall much of what happened but knew he had seen a spaceship with extraterrestrials. As in most close encounters, it is believed aliens wiped officer Schirmer's memory of the event from his mind.

However, Schirmer was later examined under hypnosis by psychologist Dr. R. Leo Sprinkle of the University of Wyoming on February 13, 1968. Under hypnosis, Schirmer recounted being taken aboard the craft, that all communication between him and the alien male was exchanged via mental telepathy.

Several years later, during a presentation to an audience in Florida, former Police Officer Schirmer explained the workings of the alien ship's propulsion system. He recounted being told by the extraterrestrial that the ship:

> **"operated through reversible electromagnetism. A crystal-like rotor in the center of the ship is linked to two large columns… He said those were the reactors… Reversing magnetic and electrical energy allows them to control matter and overcome the forces of gravity."[xvii]**

Bob Lazar, Los Alamos and S-4 scientist 1988:

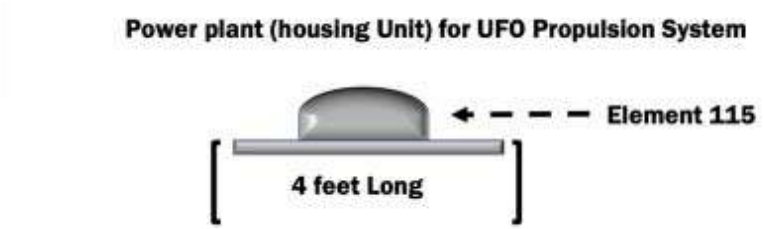
During the mid to late 1980s, ten years after officer Schirmer's discussions on antigravity, Bob Lazar became employed by EG&G at S4 just south of what we know as Area 51.

It was here that this young man, a former scientist at Los Alamos Labs, came to study the propulsion system of one of nine recovered alien vehicles.

Bob was allowed to assist other scientists in retro-engineering the propulsion system of a captured UFO. He and his fellow scientists uncovered unbelievable discoveries when studying the UFO / UAP technology assumed to be created by advanced civilizations.

The alien propulsion drive engine:

Lazar shared: The energy source of the particular antigravity propulsion system in the alien craft was contained in a small container. This power source device was approximately two feet high by four feet long. The top part of the device was a semi-dome like a large upside-down bowl.



According to Bob Lazar, the energy being produced by this device was something our level of technology could not replicate in the late 1980s. Yet, we could understand that this small device's power was equivalent to the power produced by the Hoover Dam in Nevada, USA.

Furthermore, as Bob Lazar confirmed, the propulsion device was cool to the touch while emitting large amounts of energy. To him, this discovery was interesting because it defied the human understanding of the principle of thermal dynamics (e.g., heat should have been generated while the device produced large amounts of energy).

Element 115 – new element discovered

During these experiments, a stable form of element 115 gave fuel to the propulsion drive. Bob Lazar claimed the scientists at S4 found the stable form of element 115 while working inside the alien craft. When Bob first discussed element 115 in 1989, it was not a recognized periodic element.

Element 115 did not become an official addition to the periodic tables until 2003, when Russian and American scientists announced they had developed the unstable version of element 115.

Though the Russians and U.S. scientists were able to create an unstable form of element 115, it was insufficient to provide the fuel needed in the above alien craft propulsion system.

The above scientists are continuing their efforts to create a stable form of element 115 to match the alien spacecraft version.

Alien ships travel along electromagnetic waves:

The scientists at S4 were able to discover the propulsion system in the alien spacecraft assisted the craft in traveling along electromagnetic waves. Lazar mentioned the alien craft's propulsion system created an electromagnetic field, which interacted with the earth's electromagnetic field. Like two magnets repelling one another, the alien craft's electric field would repel the earth's magnetic field and move along the magnetic waves.

In the 1950s and 1960s, scientists would acknowledge the alien ship's propulsion systems produced "antigravity" energy but had no way of knowing how it worked.

As recently as 2017, scientists have admitted that the Universe is filled with electromagnetic fields and waves produced by planetary bodies. These UFO / UAP propulsion systems travel along these electromagnetic waves.

Therefore, these magnetic waves act as a highway for alien spacecraft to travel between worlds (e.g., colonized planets).

UFO / UAP flight dynamics:

While Bob Lazar was at S4, he was able to see a demonstration of the unusual flight characteristics of one of the recovered alien

crafts. According to him, the spacecraft executed 90 degree turns with no inertia impact on the pilots.

Because the propulsion system created its magnetic field around the ship, people inside the flying object did not experience the earth's G forces on their bodies when the ship made radical moves.

In other words, when the craft's propulsion system was in operation, the entire craft became surrounded by its gravity field.

A UFO surrounded by such an electromagnetic field could make strange movements that our human-made planes cannot execute.

Lockheed, Ben Rich:

In 2010, many newspapers and other media outlets shared the history of antigravity from the perspective of Ben Rich, former director of Lockheed. Before Ben Rich died, he shared information about UFO propulsion technology.

At a 1983 conference to engineers, Rich shared: “we already have the means to travel among the stars, but these technologies are locked up in black projects, and it would take an act of God to ever get them out to benefit humanity. Anything you can imagine, we already know how to do.”

Furthermore, Lockheed, with its government contracts, confirmed the U.S. aerospace community/military-industrial complex had in its possession the technology to “take humans to the stars."

While Lockheed researched the alien technology, Rich admitted, “we had to devise a new propulsion technology; we will not get to the stars using chemical propulsion.” He continued: “To advance the evolution of propulsion technology, we had to “find out where Einstein went wrong." Rich confirmed our scientists discovered there was an error in Einstein’s equations.

Once Lockheed’s engineers solved the error, they were able to finalize the technology to reach the stars.[xviii]

The Pentagon 2017:

In 2017, we learned Luis Elizondo was the former director of the Pentagon's Advanced Aerospace Threat Identification Program (AATIP). As an Intelligence officer, he was responsible for developing the UFO / UAP study for the U.S. government. Until recently, this position and the film evidence of U.S. Naval Aircraft chasing UFOs were classified.

However, from 2017 to 2019, several UFO films were released to the public showing how Advanced Alien Technology works.

Despite all of the scientists and government officials above discussing Antigravity projects, today we know as early as 1930, experts in the United States, Germany, and Russia witnessed this propulsion in action.

Though Bob Lazar released this information about UFOs / UAPs in the late 1980s, American, British, German, Russian soldiers have seen these flight characteristics of advanced technologies as early as World War II.

Historical UFO / UAP incidents also reflect Germany and China witnessed these fight characteristics as early as the 1930s.

In this chapter, we discuss the cases where this phenomenon occurs.

Electromagnetic effects on human made devices

As long as electrical components are present, electromagnetic fields generated by the UFO antigravity propulsion system pose an operational risk to human-made electronic devices. In this chapter, we discuss the cases where this phenomenon occurs.

Argentina

Between Usure and Boliver, Argentina: This first case comes from four different sources. On August 8, 1958, at 1:27 am 'Mr. Cristian Vogt, an official of the Provincial Senate of the Province of Buenos Aires in the Argentina Republic, was driving his 1946 Ford car when

he encountered a UFO. According to the information in the Air Force File;

- “his engine suddenly stalled.”;
- “His dash-board clock stopped, showing 1:27 am."

The witness got out of his car to find the cause of the breakdown. He cleaned the distributor's head and then tried to get the car going again. Vogt then noticed a strange machine on the ground about 300 meters away from his location. It was a UFO approaching relatively slowly, and close to the ground.

He shared the UFO was luminous and "accompanied by a soft whirring noise (like the noise of a fan)." Furthermore, it had a cockpit "that emitted a blinding bluish light." Vogt then shared:

> **“the thing rose, and took off at a 'staggering' speed, towards the south, giving off whistling noises.”**

Returning to his car, the witness found that the needle on his oil-gauge had gone crazy, but that he was able to start the engine again.” mccix

Between Las Armas and Piran, Argentina: On August 5, 1962, at 1:45 am Pedro Atilli, a truck driver, saw a saucer as he was driving towards Mar del Plata. Suddenly his engine stalled for no known reason. Stumped, Pedro stepped out of his car to determine what was wrong.

> **“Suddenly, to his astonishment, he found that his engine was working again, and at the same moment, he became aware of a huge cigar-shaped object that was lying about 300 meters from him.”**

The cigar ship gave off a luminescence. Pedro could not determine if the ship was on the ground or hovering just above it. According to his perspective, the ship looked about “25 meters in diameter and was giving off a powerful orange glow interspersed with flashes of pale violet and bright green.” The ‘*Flying Saucer Review’* shares: Pedro “stood there dumbfounded, and then saw the object

rise and vanish at astonishing speed towards the West, now giving off a bright white light." [mccx]

Vehicle Destroyed | near Salta, Argentina: On August 28, 1962, at 7:00 pm three witnesses in a truck observed a massive object over the highway near Salta, Argentina. Researcher Ted Phillips tells us; “The witnesses estimated the circular object to be 150 meters in diameter and very low over the road surface.” The UFO then:

- “ascended a few feet vertically and moved toward the truck.”;
- The object “hovered directly above the truck for about one minute.”

> **“The huge mass then moved away, and as it did so, the truck engine ignited in flames, and the entire front of the vehicle was destroyed.”**

Finally, the story was confirmed by witnesses in a car behind the truck. [mccxi]

Peralta Ramos forest, Argentina: On October 10, 1962, a young man named Enrique Leonardo Bocher “was engaged in farm work, using a tractor, in the Peralta Ramos forest, when he saw a great flash of bluish light among the trees.”

Looking toward the light he saw a UFO rise and move towards him. Bocher attempted to get out of the area, “but the engine of his tractor stopped.” To his relief, the bright UFO just “passed over him and vanished towards the sea.” According to the “*Flying Saucer Review*," there were two other witnesses. [mccxii]

Tucuman, Argentina: On November 6, 1962, two youths were riding a motorcycle when they witnessed a UFO near the town of Tucuman. The two teenagers and a truck traveling in the opposite direction saw an intense white light suddenly appear in the sky. It was then;

> **“The engine of the motor-cycle stopped functioning, and the startled men watched a flying saucer move slowly across the highway and land on a small hill about 500 yards away.”**

“The saucer stayed on the ground for a few seconds during which time the heat or light from it was so intense that they could feel their skin burning. The UFO then ascended to a height of 50 yards above the ground, performed several maneuvers, and left the area at high speed.”

After the encounter, the men found their motorcycle would not start up, so they hitch-hiked to the next town. Later, “it was found that all the oil in the motorcycle had dried up and the electrical circuit had burned out. The spark plugs, condensers and cables were all melted.”

“In the town of Salta, the youths were treated by a doctor for burns on their arms, which looked like they had been subject to long exposure to sunlight.” mccxiii

Australia

Australia: In October 1967 around 9:00 pm Mr. A. R. Spargo was driving along a dirt road in Australia when a UFO stopped his car. According to Spargo, he was speeding along when his engine, lights, and radio went dead.

“Looking out his windshield he spotted a mushroom-shaped craft, 30 feet in diameter and about 100 feet off the ground. He remembers a blue-white beam (tube of light) being sent his way and he looked into the light.” He shared:

“I had the most extraordinary feeling that I was being observed through the tube.”

Spargo then said, after five minutes the light turned off. It was then he noticed the hovering object turned dark and accelerated away to the west at "terrific speed." He said during the encounter he heard no sounds of the frogs and crickets usually heard. mccxiv

Melbourne, Australia: This next case comes to us from the British magazine: "*Flying Saucer Review."* As the full story can be read from in the magazine, this will be a shortened version. August 24, 1968, about 5:00 pm a Mr. Hunter was on his motorcycle on the highway from Sydney to Melbourne.

“He was suddenly overtaken by a bluish-white light that blinded him. He pulled over, took off his goggles and then observed a silver

saucer with two humanoids standing next to it. The UFO was 100 feet away in a grass clearing, initially hovering at 3 to 4 feet above the ground. The UFO was said to be almost “polished chrome” looking and appeared to be 25 to 30 feet in diameter. Upon seeing the humanoids, he made one step toward them, and they reciprocated. However, Hunter became scared, jumped back on his cycle and fled the scene.”

“As he reached speeds of 100 to 120 mph, he realized the saucer, bathed in a pinkish red color was now following him at 100 to 200 feet. Hunter tried to get a few cars passing by to help, but to no avail he was alone. Finally, when all hope was lost the UFO suddenly gave us the chase and changed color to a deep red and shot off into the atmosphere.” mccxv

Adelaide, Australia: On April 15, 1974, two motorists from Adelaide, Australia reported the loss of power from their automobiles after sighting UFOs. These reports were made simultaneously with calls pouring into RAAF officials regarding other sightings in the area. “One of the motorists; Peter Heningsen, described the object as;

"bigger than a Jumbo jet, it was hovering approximately 600 feet above the road."

The witness further described the craft to be spinning and sending out three white beams of light. His car suffered a temporary loss of power as the object hovered overhead. The UFO remained stationary for a minute before moving off out of sight in complete silence”. mccxvi

Brazil

Near Ceres, Brazil: On October 10, 1957, about 8:00 pm, toward the end of October, the Secretary of Interior for the State of Goias, Brazil received a report filed by Gabriel Barbosa that UFOs were appearing in the Ceres area. It seems a couple of men hauling merchandise to the town of Ceres when at 6:00 pm when they drove under a UFO. The facts are:

- “a brilliant violet-colored light came into view covering the middle of the road.”;
- “the two men found that the light was coming from a huge body suspended in the sky hovering over the highway.”;

- “It was oval or saucer-shaped,”;
- “over 150 meters in diameter and 40 meters deep,”;
- “with a dome supporting a long "aerial" with a red light on top.”;
- “the truck passed under the object without causing any reaction, but before Fernandez and Guido could get away, the UFO suddenly flew to a position in front of the truck and then turned back to approach the Brazilians head on.”

Guido said: “God, that ball is going to hit the truck!”

“Guido lost control, the vehicle swerving off the pavement. At the same time, the truck's electrical system cut out. Then a door opened on the side of the UFO, and in the doorway, seven human-like creatures peered out. The mysterious UFO crew stared at the Brazilians.”

> **“Fernandez said that .....the men were looking at him and Guido he felt as though he was in a trance and had a strange feeling that they were talking to him and saying that they had come on a peaceful mission.”** **mccxvii**

“After several minutes the door on the UFO shut, and the craft rose to about 1,500 feet. The truck's headlights and engine returned to normal operating condition with the departure which indicates a connection between the presence of the object and the failure of the circuits.”

Dr. Fontes interviewed the men in February 1958 he felt they were telling the truth. Judge de Andrade questioned the two men to file an official report. Both Fernandez and Guido confirmed details and became emotional when recalling the event. mccxviii

Ararangua, Brazil: Dr. Olavo Fontes researched this next case which was printed in the ‘*APRO Bulletin’*. A shortened version of the story is placed below. On November 4, 1957, at 1:20 am pilot Captain Jean Vincent de Beyssac of Cruzeiro do Sul Airline's witness a UFO over Brazil. Captain Jean Vincent de Beyssac shared: “I took off from Porto Alegre in Southern Brazil on a trip to Sao Paulo and Rio aboard a C-46 cargo ship." Around 1:20 am at 7,000 feet the pilot looked to the left of his plane and saw a red light. He joked with his copilot "it

must be a UFO." The object then grew larger, and the pilot decided to determine what it was so he directed the plane in the direction of the light.

> **“Just before he pressed his rudder, the thing jumped a 45 degrees arc in the horizon and became larger. Jean started the pursuit. He was about midway on his left 80 degrees turn when the thing became even brighter, and at once he smelled something burning inside his ship. His ADF burned, his Transmitter burned, all at once!”**

“Then the 'thing' disappeared almost suddenly, while his crew looked for fire. Scared, Jean turned on his emergency transmitter and told the Porto Alegre control what happened. He went back to Porto Alegre where he went home and got soused.”

> **“On that same day, Varig Air Lines issued an internal circular forbidding pilots to tell the press about their sightings of UFOs. This, according to airline bigshots, was to prevent the public from getting too wise about certain things happening to some pilots.”** **mccxix**

Cachoeira, Brazil: On November 14 and 15, 1957, UFOs were sighted over Santa Cruz and Cachoeira cities. About 2:00 pm a huge unidentified object came near the Aero Clube aerodrome and stopped. It was now hovering at 300 feet in altitude.

> **The UFO “appeared to be metallic and showed an orange color. Its diameter was calculated about 200 feet.”**

According to a ‘*Spanish UFO bulletin’*; numerous people drove to the site to get a look at the UFO. "However, all attempts to get near the UFO were frustrated because all cars were stalled at a certain distance.” The cars reportedly suffered some power lapses while the UFO was present. When the UFO “climbed, there was a strong air displacement, but no noise of motors was heard.” mccxx

Canada

Automobile engine is dead | Ridgeway, Canada: On June 21, 1954, a disc descended from the sky into a field on the outskirts of the town of Ridgeway, Canada. Nearby by where the UFO landed was a house. The owners happened to see the light descending and went to take a look.

“The couple that lived in the dwelling noticed the object and tried to get closer by chasing the thing in their auto as it moved about in the wooded area. The UFO finally set down in a clearing.”

UFO researcher Coral Lorenzen tells us: “The two witnesses in pursuit stopped nearby and debated what to do next.” The husband wanted to approach the craft. However, the wife was reluctant. “his wife became frightened and urged her husband to leave.” “Giving in to his wife's fears, the husband tried to start the car but the engine, for some unknown reason, refused to turn over.” mccxxii

Denmark

Bygholm, Denmark: On January 13, 1959, this report was submitted to England's ‘*Flying Saucer Review’* by the director of the Danish Flying saucer investigative organization S.U.F.O.I., Captain H. C. Peterson:

A witness stated he was driving in a westerly direction when suddenly he saw a stationary object over Bygholm. It was quite still for about 5 seconds. The UFO swiftly moved towards him at the height of about 100 meters. Mr. Hansen estimated the UFO was about 15 meters in diameter.

When the UFO “passed over his car, Mr. Hansen looked out of a side window towards the north without seeing the object. However, it soon appeared in view again through the windscreen moving westwards with increasing speed. A few moments later it was flying well above the speed of a jet fighter. As the rate increased the object changed color from yellow-green to white-yellow (like a car light) and it disappeared.

> **“I was rather excited about the sighting,' said Mr. Hansen. 'I have never believed in the so- called 'flying saucers' and except for a few articles have not read anything about them, but I must admit that I now believe in them.”**

“I can say that the car engine stopped as the object passed over. I felt myself under observation ...I had my headlamps on and tried to catch the object in the spotlight as it was going away, but without success. I, therefore, saw no details other than it was ellipse-shaped.

I am quite sure however that the object was round, the ellipse shape being due to the angle of observation." mccxxiii

England

Kent England; Radio fails: On May 31, 1957, a British passenger airliner was over Kent England when it encountered a UFO. At 7:17 am the Captain, and First Officer at 5,000 feet in altitude, reported seeing a brilliant UFO approach their plane and back off.

> **The UFO "then zoomed in again and backed off. It then disappeared entirely from sight. The Captain tried to contact London. However, the radio failed."**

Once the UFO left the vicinity, the radio worked again. "Upon inspection, they determined that the circuit breaker had an overload as the UFO approached the passenger plane. The circuit breaker would not normally overload but was susceptible to extra sources of electrical and thermal energy." mccxxiv

Reading, Great Britain: On October 26, 1967, at 4:30 am a businessman driving north between Hook and Reading was puzzled when the electrical system of his car broke down. He then observed a dull object, 20 meters in diameter, 100 meters away, at about 15 meters in altitude. He made the rest of his journey in a trancelike state. mccxxv

Fordingbridge, Great Britain: At 11:30 pm on November 05, 1967, Karl Farlow, a lorry driver, told police that as his lights and radio blacked out. It was at that time he observed an egg-shaped craft about 3 meters in length no more than 15 meters away.

"Moments later, a white Jaguar coming in the opposite direction also stopped. The UFO, emitting green light and showing a whitish dome under its lower surface, hovered between the two vehicles for 2 minutes and left at high speed." mccxxvi

France

La Tessoualle, France; Kill the engine: On November 8, 1954, during the evening a blue colored UFO killed the engine of Andre Chaillou's motorcycle. According to the witness;

> **"The bike's electrical system failed at the approach of the object at a place near Tessoualle, France. Besides trouble with the bike, Chaillou himself felt something affect him a**

prickling feeling accompanied by an inability to move or speak."

"The blue light went off, and the Frenchman regained his strength. The UFO then came back into view, about 200 yards away, rising straight up and then shooting away horizontally on a northerly course. During the thing's departure, the UFO emitted a low whistling sound." mccxxvii

Buchy, France; electrical system fails: On November 13, 1954, around 3:30 am a motorist was driving along when his car began having trouble. "On the ground next to the intersection of Routes N28 and N319 at Rouen, France, was a luminous object that gave off flickering green-white rays of light." He had just passed the UFO when the engine began having electrical problems. According to Peter Rogerson, "although the engine missed a lot, it did not fail. The driver experienced paralysis and a prickling sensation." mccxxviii

Feurs, St. Etienne, Loire department, France: On September 15, 1954: around 11:00 pm a witness to a UFO was driving on a secondary road when the witness's car engine quit.

"Soon a bright saucer-shaped object descended and landed very close to the car. A small being, described as wearing a Hitler-like uniform, ran by the car and was seen by several observers. It ran away from the group of witnesses when they attempted to approach and communicate with him. The craft soon took off." mccxxix

Saint-Jean-d'Asse, France: On October 07, 1954 at 6:20 am a truck driver, Mr. Tremblay, saw an intense, blue light coming toward him. The object producing it was cigar-shaped, red and blue. According to his account, the truck's engine and headlights died. Alexander Tremblay got out to check under the hood but his attention was suddenly drawn to a powerful blue-colored light speeding in his direction, and as it approached, M. Tremblay-could see that the light was being emitted by a flying cigar, blue and red in hue. mccxxx

Updated information on the case: about 6:20 am, Mr. Alexander Tremblay was driving his truck along a side road not far from Route N-138, the major highway running between Le Mans and Alencon.

Near St-Jean-d'Asse, as he was going up a slight hill, his motor suddenly died, and his headlights went out.

"He braked automatically, put the clutch in neutral, and stepped on the starter. Nothing happened. Flashlight in hand, M. Tremblay got out to investigate; strangely enough, the flashlight worked."

"As M. Tremblay raised the hood of his car, he saw in the sky above the road 'an intense blue light which seemed to be directed toward me. After several seconds the light went off. Somewhat baffled, I tried the starter again, the motor began to turn over, and the headlights came back on." mccxxxi

Near St. Etienne, France: On October 10, 1954, around 4:00 am M. Baptiste Jourdy, "was driving across an uninhabited plateau when his motor suddenly stalled and his headlight went out. The young man stopped his vehicle and got out to examine the battery for the cause of the ignition failure."

> **"All of a sudden, he saw above him an enormous multicolored UFO moving in the sky perpendicularly to the road."**

"The witness could not be definite about the shape of this light, which receded at high speed beneath the cloud ceiling. The passage of the object lasted for some seconds, possibly a minute. When the young man recovered from his amazement, he noticed that, without his having touched anything, his headlights were on again. The motor started on the first try. The battery cables were intact." mccxxxii

Chateauneuf-sur-Charente, France: On October 11, 1954, around 10:00 pm Julia Juste, Maria Barbereau, and Marion Le Tanneur witnessed a UFO while on Route D- 14 in France. According to author Aime Michel;

> **"We were coming back from Bordeaux,' they said, 'and as we were about a mile from Chateauneuf, at about 10 o'clock, two luminous globes appeared in the sky ahead of us, at a low altitude. The car stalled and the headlights went out. We left the car and stood beside the road for almost five minutes, watching the two globes."**

"One was much smaller than the other, and at first they moved slowly, apparently following the same direction as the road. Then the

UFOs stopped, moved back and forth to the right and left several times, and stopped again."

"The larger one became a brilliant white with a reddish halo. Finally, both of them went straight down, disappearing from our view in the valley of the Charente River. We got the impression that they landed somewhere."

"We re-entered the car, which now ran properly, and started for Jamac again; but later we were sorry that we did not wait to see if either of the objects would reappear. The night was very clear. The moon was shining, a little behind us and to the right." mccxxxiii

Sassier, near La Carie, France: On October 11, 1954, around 4:30 am Messrs. Gallois, and Vigneron were driving from Clamecy to Corbigny when they observed a UFO. According to author Aime Michel; "They then saw a craft in a pasture 50 meters away. It was cylindrical, fairly thick, and three dwarfs were standing close by. No light was seen, except a small, reddish point. Both witnesses were "paralyzed" until the craft left. A third witness had seen a lighted object fly over the woods at La Carie. Henri Gallois shared:

> **"I was driving in the middle of the road when suddenly near Sassier I felt something like an electric shock through my whole body."**

"At the same time the car motor stopped, and the lights went out. Paralyzed, we asked ourselves what was happening. It was then that, in a field bordering the road about 165 feet away, we saw a round object. Next, to it, we saw three short beings who seemed to be moving about quickly. Their silhouettes soon disappeared into the saucer-like object which flew off immediately. Almost right away my lights went back on, and we were able to drive away." mccxxxiv

Saint-Romain, France: On October 14, 1954, Mr. B. saw a circular craft shaped like an upside-down plate. At the same time, the engine on his motorcycle stalled. In the same area, an engineer saw a luminous object coming down rapidly.

"M. B. is living in Montceau-Les-Mines, was riding a motorcycle on the road from St-Romain-sous-Gourdon to Brasses-Thillot, also in Saone-et: Loire."

“Suddenly without any apparent reason, his motor stopped and could not be started again. He got off, and a bright light burst out about fifty yards in front of him, revealing a circular object that looked, he said, 'like a plate turned upside down.”

“M. B looked at the sight in amazement, then in fear, and decided to turn back, walking and pushing his motorcycle. However, when he reached the point where his motor had stopped, it started up again.” mccxxxv

Baillolet, France: On October 16, 1954, Dr. Robert, a physician was driving through a village when he saw four objects, at about 300 meters in altitude.

> **“The UFOs were flying slowly in echelon formation. Suddenly one of them dropped to the ground with a dead-leaf motion, 100 meters away.”**

The *Paris-Presse* informs us: “The witness felt an electric shock as engine and headlights died, and the car stopped when the object touched the ground. Incapable of moving, Dr. Robert saw a figure about 1.2 meters tall moving in the light of the object, then all went dark. Sometime later the headlights resumed operation by themselves, and Dr. Robert saw the craft take off toward the north.”

“Another motorist, this time a veterinary surgeon by the name of Dr. Henri Robert, sped along Route N314, passing the village of Baillolet, and at that point, the doctor sighted an echelon formation of strange objects moving at a slow speed across the sky. One of the objects suddenly left the formation and lost altitude, plunging earthward in a "dead leaf" fashion, coming to rest about 100 yards from Dr. Robert's car.”

“The surgeon felt an "electric shock, and his car's motor started to act up. The headlights went out, and the motor died completely. As the vehicle rolled to a stop, Dr. Robert, who could not move by this time, noticed a little figure about three feet in height moving in the vicinity of the object that had landed. After that, he felt strange and "all went dark." The next thing he remembered is the headlights of his car coming on by themselves and seeing the UFO lifting off and speeding away in a northern direction.” mccxxxvi

Between Serifere and Paille Pouzou, France: On October 21, 1954, at 9:30 pm a glowing red mass positioned itself over a road near Pouzou, in the department of Charente. In the distance, an auto approached.

“A passenger in the vehicle was the driver's young son, a three-year-old. The driver noticed the red mass up ahead, and as his auto got nearer and nearer, a prickling like an electrical shock swept over his body and kept increasing in intensity.”

“Soon after the auto's headlights went out and the engine stopped turning over. Once the auto lost power, it rolled to a stop. The red mass down the road turned an orange color and emitted a blinding brilliance.

Suddenly the strange object vanished, and at the same time the auto's headlights and engine returned to normal operation.” mccxxxvii

Between Biozat and Effiat, France: On October 24, 1954, a Frenchman riding a motor scooter on the road to Vichy had passed Clermont when the engine of his machine inexplicably quit running. At that moment an egg-shaped object was noticed next to the road in the process of making a soundless takeoff. As the UFO soared away, it left behind a trail of bright vapor. mccxxxviii

Les Metairies, France; Tractor engine dies: On October 25, 1954, several witnesses were working their farm late in the day when they saw a UFO. Plowing their fields at night, they were using a tractor. “Because of the increasing darkness, the farm machine's headlights were on. According to the witnesses, an orange-colored body the size of an auto suddenly streaked overhead. At the same time, the tractor stopped running, and its headlights went out. Afterward, while trying to restart the tractor, the boys found that the battery was fully discharged.” mccxxxix

Les-Jonquerets-de-Livet, France: On October 27, 1954, a farmer, Gilbert Hee, was gathering pears when he suddenly saw an elongated object with a light at both ends resting in the pasture. According to Roger Peterson; the witness “dared not investigate, but he saw cows gathering around the object.”

“A minute later, the lights went out, and the witness lost interest and went home. Two hours later, an 18-year-old man named

Cheradame fell from his motorcycle as it suddenly failed at the same spot, and alerted neighbors saw the object again. It had moved only slightly, and two occupants were seen. They were about 1 meter tall, walked stiffly, and had clothes resembling bright armor. They vanished suddenly, and the craft took off without noise."

"Working in his pear orchard farmer,' Gilbert Hee saw a strange cigar-shaped object in a nearby pasture. At either end of the UFO were lights.

"M. Lee hesitated to investigate although some of his cows had congregated at the spot out of bovine curiosity. The lights on the thing were suddenly extinguished for some reason so M. Hee returned to his farmhouse."

"The pasture where the object rested, it seems, was next to a road where some two hours later a young motorcyclist, M. Cheradame, lost control of his machine and took a bad tumble. Details are lacking but the 18-year-old saw the UFO and blamed it for the loss of power in his cycle." mccxl

Near Chambon Feugerolles, Loire, France: On October 11, 1954, around 4:15 am Baptiste Jourdy was making the daily collection of milk was suddenly stopped as the engine and headlights of his truck died. He got out and saw a light above him. After it crossed the road, the truck headlights came back on again, and he was able to restart his truck. mccxli

Sassier, near La Carie, Nievre, France: On October 11, 1954, at 4:30 am two men, Messrs. Gallois and Vigneron, was driving from Clamecy to Corbigny when they felt an "electric shock" at the same time their car headlights died. They then saw a craft in a pasture 50 meters away. It was cylindrical and fairly thick in shape. Three little humanoids were standing close by. No light was seen, except a small, reddish point of light. Both witnesses were paralyzed until the craft left. A third witness had seen a lighted object fly over the woods at La Carie, France. mccxlii

South of Gueugnon, Saone-et- Loire department, France: On October 14, 1954, around 7:30 pm Messrs. Jeannet and Garnier saw a reddish fireball fly low over their car as their engine and headlights

died. This event occurred at Chazey Wood, south of Gueugnon, Saone-et- Loire department, France. mccxliii

A short time later, Andre Cognard, who was coming from Gueugnon, was blinded by a light from a luminous disc-shaped object as it flew low over his car. The projected light beam was so bright and blinding that he was forced to stop his car. mccxliv

Between Saint-Romain-sous-Gourdon and Les Brosses-Tillots, France: On October 14, 1954; Mr. B. saw a circular craft shaped like an upside-down plate just after dark between Saint-Romain-sous-Gourdon and Les Brosses-Tillots, Saone-et- Loire department, France. At the same time, the engine on his motorcycle stalled. After watching for some time, he pushed the motorcycle down the road, where it could be restarted. In the same area, an engineer also saw a luminous object coming down rapidly. mccxlv

Between Thieulloy-la-Ville and Beauvais, Somme, France: On October 14, 1954, at 8:10 pm on the road Mr. Covemacker saw an object fly over his car as the headlights died. The UFO went on toward the north, seemingly following a train. mccxlvi

Four miles from Coheix, Puy-de-Dome, France: On October 18, 1954, at 5:30 pm Driving a van Mr. Bachelard, age 42, was going around a bend in the road when he felt half paralyzed, and his van's motor began missing and slowed to 20 mph. He then saw hovering in a nearby field a motionless, silent elongated or flattened object 30-feet long. mccxlvii

St. Didier-en-Velay, Haute-Loire, France: On October 19, 1954, at 8:45 pm a flaming object buzzed a truck driving causing the engine and headlights to die. They functioned again after the UFO departed. mccxlviii

In Turquenstein, Meurthe-et-Moselle, France: On October 20, 1954, at 6:30 pm Mr. Schoubrenner, a 25-year-old truck driver, saw a bright light in the distance and soon found his road blocked by a strange object. The engine died, and he felt paralyzed: "My hands were as though glued to the wheel." He also felt a sensation of heat inside his vehicle. The craft looked like an inverted cone, the lower

part phosphorescent, the middle dull, and the top luminous with a yellow or orange point. mccxlix

Criteuil-la-Madeleine, France: On October 21, 1954, at 8:00 pm a bricklayer's car engine and lights failed when a ball of fire passed nearby. The witness felt a violent displacement of air as it passed. The car could not be restarted--it was found to have a dead battery and burned-out headlight bulbs. mccl

Updated information on the case: A thorough police investigation failed to identify the cause of the phenomenon. mccli

Pouzou, Charente-Maritime, France: On October 21, 1954, at 9:30 pm a man from Cherbonnieres who was driving between Serifere and Paille suddenly felt painful prickling's similar to electric shocks and his 4-year-old child started crying. They felt increasing pain as the car went on, and suddenly the engine died, and the lights went off. They were blinded by an intense red light, which turned orange. It came from an object hovering above the road, and everything returned to normal when it went away.

The man and his three-year-old son were out on a drive when the man felt an electric-shock all over his body. He also had a sensation of increased heat, and his son began to cry. The engine of the car then died, and the headlights went out. Suddenly an object on the road directly in front of the vehicle became very bright. The witness had not seen it before. It was red in color, which changed to orange as it rose into the air. The car could then be restarted, and the physical symptoms disappeared. mcclii

Near Biozat, France: On October 24, 1954, at 9:00 pm a motorcyclist's engine died suddenly. He was beginning to inspect it when an egg-shaped object rose into the air from the side of the road. The UFO left a bright trail. The motorcycle could be restarted after the UFO left. mccliii

Near Saint-Quirin, France: On October 26, 1954, two farmers and their mother saw a UFO which was orange in color. Six meters in diameter, and three meters high. As it flew over them, the tractor engine died, and the tractor lights went out. After the UFO departed,

the tractor could not be restarted, and its battery was found dead. mccliv

Near Linzeux, France: On October 27, 1954, a merchant and his deliveryman saw a bright light pass quickly overhead. The motor of their truck stalled and the headlights failed at this point, and both men felt electric shocks. The UFO was shaped like a sphere and quickly traveled out of view. Other people in the area saw the same object in the distance but experienced no effects. mcclv

La-Tessoualle, France: On November 8, 1954, a single witness saw a blue disc, his car engine died, and the headlights went out. The disc came closer, and the witness was paralyzed with a feeling of prickling on his hands. When the blue light on the UFO disappeared, he could move and start the car. The UFO, which was five to six meters in size, now appeared again 200 meters away. As he drove towards it, the object again turned off the blue light and flew away with a soft whistling sound. mcclvi

Serdon, France: In September 1956 at 12:05 am a man and woman, both in their early twenties, experienced car trouble. They were able to restart the car but then saw a UFO overhead about 200 meters in altitude. The object was 100 feet in diameter and shone a light beam which was not continuous. Everything illuminated by the beam changed colors. The witnesses also experienced a tingling sensation. The UFO hovered in the area for some time while the witnesses hid. It eventually left, first vertically, then made a right-angle turn. mcclvii

Italy

Forli, Italy; Dead diesel engine: On November 14, 1954, two Italian farm workers saw a bright red object fly into view at Forli, Italy. As the UFO came in close to the tractors, the drivers leaped from their machines in fear, leaving the tractors still running.

“After the UFO left the area, the drivers returned and found the one tractor with the diesel engine still humming, but the internal combustion system in the other tractor had quit working.” mcclviii

Experts examining this case point out, that the internal combustion engine relies on an electrical ignition system to function,

while the diesel design does not, a fact that offers interesting evidence to suggest what seemed obvious:

“UFOs can affect the electrical current.” [mcclix]

Avellino, Italy; Railroad lights dim: On October 22, 1954, several people there say they saw above the railway station a flying saucer whose approach to the station building caused all fluorescent lights to become dim. The lights regained their ordinary brilliance as the flying saucer disappeared in the sky.” [mcclx]

Forli, Italy: On November 14, 1954, three tractor drivers watched a bright red, luminous UFO approach them in a farm field. As it came near, the two engines that worked by internal combustion failed, but the diesel engine still ran. The men ran away; when they returned, the UFO had departed. The two engines that had failed still caused some trouble after the sighting. [mcclxi]

Holland

Near Rijen, Holland: On September 20, 1958, Mr. J.D. Walop was driving his Motor-cycle in the woods near Rijen (North Brabant) when his motor suddenly stopped. “As he could not find any defects to his motor, Mr. Walop looked up in despair. Moreover, at this very moment, he saw a strange disk-like object flying in the air at the height of 75 meters. The UFO radiated a dull red color, had a diameter of 20 to 30 meters and went slowly on its course. While it flew a light humming sound could be heard.” [mcclxii]

Peru

Between Arequipa and Lima, Peru: On January 30, 1958, at 11:45 pm a Peruvian lawyer, Dr. Jose Valencia Dongo, was driving from Arequipa to Lima with his wife and her brother when they encountered a UFO.

“At 11:45 pm they were 220 miles north of Arequipa on the Pan-American Highway when their headlights went out, and the engine died. The driver stopped the car. Then they noticed an object descending from the sky; when it reached a height of about 150 feet, it stopped and hovered. It had the shape of a 'flying saucer,' of

'incandescent' (presumably orange-red) color. For 8 minutes it remained utterly motionless, then disappeared into the cloudy sky. A truck and a bus also stopped. Dr. Dongo said that in all three vehicles the passengers felt a nervous shock before the UFO appeared overhead." mcclxiii

Russia

Astrakhan, Soviet Union: On June 16, 1948, a banana or cucumber-shaped object with beams of light was tracked on radar at the Kapustin Yar test flight facility in Astrakhan, Soviet Union. During the sighting, the UFO dropped over the test center while a Russian experimental plane was in operational flight. The UFO caused the plane to experience total electrical failure when a cone of light hit it. The beam of light caused the pilot to be temporarily blinded, and the controls failed. The pilot was able to glide the experimental plane to a landing. mcclxiv

The Soviet Union; Russian pilot Arkadiy Apraksin: On May 6, 1949, Russian pilot Arkadiy Apraksin took off in a new airplane for a test flight at a maximum altitude. The cloud cover in the take-off area was light but when he found himself at Moscow latitude clouds covered the ground. He established communications with Volsk and maintained communications with the base all the time.

"Suddenly an incomprehensible (strange) aircraft appeared. It flew considerably lower and soon began to descend. Then Apraksin directed his aircraft toward the 'flying cucumber.' The speeds of both machines were very great, and a collision appeared inevitable. At a distance of about ten to twelve kilometers, a cone of light beams was again directed at Apraksin."

"Blindness set in. It turned out that the entire electrical portion of the controls was destroyed and, furthermore, the front plastic observation window was damaged. The air-tightness of the cockpit was destroyed, and although Apraksin was in a special suit and protective helmet, he experienced a drop in external pressure."

"He was in great trouble, but he flew the aircraft, gliding it to the earth. Radio communications with the base ceased. Apraksin landed the airplane on the right bank of the Volga, forty-nine kilometers north of Saratov, with great difficulty and lost consciousness. "When he

came to, he was in a hospital at the base. Again, his statements and again the experts (sic) arrived from Moscow. He lay in the hospital (in Saratov) for two and a half months and then was sent to Moscow." mcclxv

Near Moscow: On July 31, 1969, Dr. L.I. Kuprianov of Technical Sciences was driving near Usovo (near Moscow, Russia) with friends when two silver discs flew over causing the car engines in the vicinity to stall. mcclxvi

Spain

Los Monegros, Spain: On November 1, 1968, around 4:30 am, military officer Francisco Marti Cuastero was in his car, driving along, and listening to the radio when his partner observed a UFO at Los Monegros, Spain. An orange colored disc appeared about 500 meters in distance from their car. Suddenly the engine died, the headlights went off, and their watches stopped. They observed the disc come to a landing beside the edge of the road. The object remained on the spot for three minutes before it then lifted off "silently."

As soon as the UFO left the area, the engine was able to start, the lights came back, and their watches worked. mcclxvii

Sweden

Vaddo Island, Sweden: This next case comes to us from Von Ludwiger who compiled the following facts on this case. "On November 11, 1956, at 10:00 pm Stig Ekberg and Harry Sjoberg, were building a house on the island of Vaddo, about 90 kilometers north-northwest of Stockholm."

> **"At about 10:00 pm, Ekberg was driving his Ford V8 pickup when he saw a bright flying object with the shape of a flattened sphere 8 meters wide and 3 meters high approaching from the right (from the east) against the clear night sky."**

"Suddenly it made a sharp turn toward them, at which time the truck engine sputtered and died, and the headlights went out."

“The object started 'slowly gliding down.' It seemed to rock back and forth until it came to a stop in the middle of the road, about 100 meters in front of them, one meter above the ground. 'It was illuminating the surrounding landscape with such a tremendous amount of light that even a barn, half a kilometer away, was visible as if the sun was shining.' The air smelled like ozone and smoldering insulation.”

“After about ten minutes the light of the object intensified, it lifted off the ground, moved to the left and up, made a sudden turn, and accelerated away in the direction from which it came.”

At that point, Ekberg was able to restart the truck normally, and the headlights came back on. Observing that the grass at the landing site had been flattened, they investigated further and found a shiny 'rock' that was hot to the touch. It was a three- sided piece of metal about the size of a matchbox and had a heavyweight.” mcclxviii

Sweden, Upland: On November 16, 1958; “the car in which two men were riding suddenly stalled. The headlights also went out. A circular blue object suddenly landed about 60 yards to their right. It was 17 yards long and 9 yards high and had a glowing yellow rim. The object took off after three minutes. The witnesses' car could now be started, so they investigated the landing area. They noticed a 'closeness' in the air and also noticed the grass had been pressed down.” mcclxix

United States

The Air Force “Spin” | Levelland, New Mexico, USA: In November 1953 a trend of electromagnetic effects were noted in a concentration of cases around the town of Levelland, Texas. Dr. James McDonald brought attention to his conclusions in discussion with the Press at a lecture to the American Society of Newspaper Editors in 1967.

As the list is quite long, I will share only a few samples of Dr. McDonalds researched cases:

- *Note 1*: "At 10:30 pm came the report from truck driver Pedro Saucedo, who described seeing a blue torpedo-shaped object with a yellow flame and white smoke coming

out of its rear. He estimated it was 200 feet long and 6 feet wide. He said it rose from a nearby field and roared low over his truck with a loud, explosive sound, and produced so much heat he got out of his truck and lay on the ground. 'It sounded like thunder, and my truck rocked from the blast.' He thought it came within 200-300 feet. His truck lights and engine failed while the UFO was in view; after it disappeared, his lights worked perfectly, and he was able to re-start the engine."

- *Note 2*: "At Pettit, Texas, 10 miles to the northwest, two grain combines failed as a UFO flew past."

- *Note 3*: "Shortly before midnight, Jim Wheeler reported seeing a large 200 foot. [60 m.] elliptical object on the road; as he drove toward it, his car lights and engine failed. The UFO rose and flew off, and when it blinked off, his lights came back on, and he was able to re-start his engine."

- *Note 4*: "At the same time, Jose Alvarez's car lights and the engine died when he saw a glowing, 200-foot [60 meters] UFO nearby. After the object flew away, his lights came back on, and he was able to re-start his engine."

- *Note 5*: "At about 12:05 am, college student Newell Wright's car lights and engine failed. He got out to fix them, looked up and saw a glowing, bluish-green, flat- bottomed, oval object on the highway. The object was in sight for four or five minutes." ... "During that time, Wright tried to start his engine, and while the starter made contact, the motor was

unaffected. The object disappeared, straight up, and immediately the car lights came back on, the engine started, and then operated perfectly."

- *Note 6:* "At 12:25 am., Frank Williams' car experienced a failure of its lights and engine when a glowing, egg-shaped object appeared on or near the ground pulsating brightly. When it rose straight up, the car returned to normal. 'When it took off, it sounded like thunder."

- *Note 7*: "At 12:45 am, Ronald Martin's truck lights and engine stopped working when a round, glowing UFO landed and changed from orange to blue-green. He said the glow was so bright it lit up the inside of his truck. The UFO then changed back to orange and took off straight up. The car lights came back on, and his engine re-started by itself!"

- *Note 8*: "At 1 am., some 17 miles [27 km.] to the north, Fire Marshall Ray Jones reported seeing a streak of light, and at the same time his car lights dimmed, and his engine almost quit."

- *Note 9*: "At 1:15 am., James Long said he saw an elliptical UFO on the road ahead, and when he drove to within 200 feet [60 m.] of it, the lights and engine of his truck died. The UFO then shot up vertically with a sound like thunder, and the lights and engine returned to normal".

- *Note 10*: “By 1:30 am., Hockley County Sheriff Weir Clem had heard so many reports that he decided to see for himself. He drove out with a deputy sheriff, and saw a large oval red light, though he did not experience electrical system problems. Years later he said: 'the object was shaped like a huge football and had bright white lights. The blinding lights flashed on, it went right over the car and was gone. No living human being could believe how fast it traveled. The whole thing was as bright as day; it lit up the whole area.'" mcclxx

Project Blue Book sent a single investigator to Levelland to check the reports. His explanation, accepted as the official Air Force conclusion, was that: “the major cause for the Levelland case was a severe electrical storm.”

Ten years after these incidents, atmospheric physicist Dr. James McDonald completed a study and determined that there had been no storm in the area, and thus no source of excessive moisture to interfere with the automobiles' electrical systems.

Hawk Inlet, Alaska, USA: On December 16, 1958 men on a fishing boat witnesses a UFO. About ¼ of a mile from the boat the UFO was seen. Then the UFO approached the boat and appeared about 70 feet above the mast. The fisherman radioed-the Coast Guard. About 5 minutes later, the "boat's power" failed and the radio went dead. An auxiliary diesel generator was barely running, but it came back to normal as the UFO flew away. mcclxxi

Enfield, Connecticut, USA: On February 24, 1975 at 9:50 pm Mr. Paul Rogers was driving home when he witnessed a large object hovering over an open field at Enfield, Connecticut. The witness shared, the UFO:

- “was only 60 feet off the ground.”;
- “the object was enormous, about 60 feet long”;
- “it appeared very dark against the sky.”;
- “it looked like “two large dinner plates inverted”;

- “a space in-between the plates were lit by a bright red, green and blue rotating lights.”

As he observed the UFO through his windshield, “the object left faster than his eye could follow. About this time another car approached and the two men exchanged their reactions. The second witness stated he was going to forget the entire episode and drove off. “

The ‘*UFO Investigator’* informs us: “Mrs. Rogers confirmed their dog began to bark and growl for no apparent reason but did not move from its location. A police officer interviewed the family living near the Rogers stated; “his Television set faded and became scrambled for a short period of time.” Police and local airports were contacted but nothing further was obtained.” mcclxxii

Hamden, Connecticut, USA: On July 1, 1975 at 9:20 pm two witnesses were sitting on their porch when they noticed a bright red oval shaped object shot across the nearby treetops at Hamden, Connecticut. The object was moving at a height of 100 feet above the nearby trees, and covered the distance on three city blocks in approximately 15 seconds. During the sighting static interfered with television reception, and the family dog was upset for a few minutes immediately following the sighting. mcclxxiii

Taking Pictures of Humans? New Haven, Connecticut, USA: On August 3, 1976 around 6:00 pm a car was buzzed by a UFO between Bethany and New Haven, Connecticut. The UFO was “round, silver and dish-shaped”.

The observer stated the UFO flew over his car and then his engine stopped. Besides the effects on the car engine the man felt “tingly” and then “paralyzed”. The witness remembered some object hanging below the craft, which he assumed was taking a picture of him. mcclxxiv

Venezuela

Airliner between Barquisimeto and Valera, Venezuela: On February 2, 1955, at 11:15 am Captain Dairo Celis was piloting an Aeropost airliner between Barquisimeto and Valera, Venezuela when he came across the path of a UFO. Donald Keyhoe tells us: “While at

7,500 feet in clear weather, Captain Celis and his co-pilot P.J. Cones sighted a strange, round, green-glowing, body approaching swiftly."

"The object had a "red ring" around its middle that gave off brilliant flashes. Just above and below this luminous band were "lighted portholes."

"Immediately Captain Celis tried to contact Baraquisimeto tower, but abruptly his radio failed for no apparent reason. Captain Celis quickly made his way to the passenger cabin to alert more people while co-pilot Cortes banked the plane for a better view of the UFO."

"Perhaps in response to the plane's new movement, the mysterious rotating machine 'went into a dive, leveled off, and then raced away."

"Several passengers and crew members confirmed this aerial encounter which made headlines in Venezuelan newspapers. Both Celis and Cortes had had their doubts about flying saucer stories, but they now were convinced such things existed and were controlled ships. Captain Celis remarked to a reporter: "This was the most sensational experience of my career as a pilot, and I will remember the incident forever." mcclxxv

Vietnam

Nha Trang, Vietnam UFO: In June 1966 the Nha Trang, Vietnam UFO incident took place. Around 8:00 pm eight Army bulldozers were cutting roads around an area called "Hawk Hill," located less than one-half mile to the west of the American compound. The base was very busy that evening with an outdoor movie being ready to start, as well as planes (two "Sky-Raider" prop-driven aircraft) being warmed up on the airstrip.

About 9:45 pm a UFO flew over the base lighting up the entire sky. According to the soldiers watching the phenomenon, the UFO came in slow at 25,000 feet. Then the UFO dropped over the base at leveled out at 300 to 500 feet off the ground.

Soldiers panicked not knowing what to do. The day turned into night as the hills, valley, and base were all lit up by a giant glowing UFO. Suddenly everything went dark;

"Our generator stopped, and everything was black. At the Air Force Basse about a half mile from here, all generators

stopped. The engines on two planes that were on the runway ready to take off stopped. Moreover, there wasn't a car, truck, plane or anything that ran for about four minutes. Also, the eight bulldozers working on nearby hills also ceased operating." [mcclxxvi]

Chapter 24: UFOs / UAPs watch Airports

“The UFO was on the tarmac at the end of the runway”

Around the world, we now have visual proof of UFOs visiting airports. Whether it is Mexico, Argentina, Germany, or Canada, UFOs have hovered over busy airports.

We believe UFO pilots and crews sit in their perched position to monitor how humans launch and land our planes.

Nothing presents a clearer picture of their interest in our aviation operations than the appearance of a large disc (caught on video) sitting over gate 14 of the United terminal at O’Hare International Airport in 2006.

Several United employees captured the UFO on a cell phone that went public. United Airlines and the FAA tried to debunk the UFO story until the video leaked to the news media. After the pilot and crew of UFO were done observing the airport, it shot up vertically through the clouds, punching a hole as it traveled towards space.

Furthermore, UFO / UAP case studies reveal, throughout the 1950s and 1960s in the U.S. and Europe, these spaceships were bold enough to land at the edge of airport tarmacs and landing strips.

In most of these cases, the UFOs / UAPs would depart the airport when humans attempted to approach the landed craft. It appears in these instances; the aliens would depart the vicinity if they were not ready to have face to face meeting with humans.

In this chapter, we focus on such sightings.

Africa

Aerodrome of El-Aouina, Tunis, Tunisia, Africa: On July 8, 1965 thousands of witnesses observed a UFO hovering over Tunis, Tunisia at 5,000 meters. A meteorologist using a theodolite was able to see the craft up-close. According to his observations, the body of the object appeared almost transparent while the center remained dark. The newspaper shared:

> **"The machine was revolving swiftly on its axis. It remained over the town for an hour." The aerodrome warned approaching aircraft to avoid any possible collision."** **mcclxxvii**

The UFO rose and then departed emitting no sound towards the north west.

Argentina

City of Cordoba Airport, Argentina: On November 25, 1954, a UFO was seen at Cordoba, Argentina. "The Argentine Embassy released an official report concerning the observation of a pair of luminous objects that remained stationary over the airport for almost two hours on the 25th." The two witnesses, Carlos Bassoli who worked in the airport control tower; and the Chief of the Meteorological Service, Dr. Marcos Guerci shared:

> **"The two objects each gave a different appearance, one looking roughly semi-circular similar to a disc on edge, and the other object having a perfectly circular form."**

"Dr. Guerci was quoted in the official report as saying it was his belief he had observed:"...something foreign to our knowledge." mcclxxviii

Airfield Jujuy, Argentina: On July 15, 1956, at 12:30 pm Justo Maria Otano, an employee of Argentine Aerolineas, and passenger observed three (3) UFOs at Alto Comedero, Jujuy Airfield, Argentina. '*The UFO-Critical Bulletin'* informs us: "The UFOs showed up one by one from a northeast direction behind the Zapla Hills and went out of sight keeping the same order in a southwest direction. They appeared to be several blocks away." The spacecraft emitted no sound, but they left behind short whitish trails as they crossed the

sky. Otano estimated “their actual size at 35 to 50 meters in diameter and the altitude from 5,000 to 7,000 meters.” Additional facts:

1. Each UFO was “traveling about 5,000 kilometers per hour.”;
2. “they seemed to be made of a colorless plastic material.”;
3. “One appeared to be revolving around the Sun while the other was motionless to one side.”;
4. Otano shared; "the three UFOs in the distance looked like the size of a "dinner plate.”

“After some seconds both crafts shot out at very high-speed heading for the same direction the other three had gone.” Mr. Otano commented that; “the two objects couldn't have been birds because one was stationary while the other moved. mcclxxix

San Carlos de Bariloche Airport, Argentina: On July 17, 1962, a UFO appeared in the skies over San Carlos de Bariloche Airport. Immediately Tower operators contacted inbound planes, and local police in the area to be aware of the intrusion.

“A UFO was approaching the runway.”

For everyone’s safety, airport operators informed pilots in the area to clear the skies. "Luis Harvey, Director of Camba Airport, confirmed;

- “A UFO approached the airport.”;
- It “was perfectly round.”;
- It “approached at high speed.”;
- It “then hovered for 3 minutes giving off rays of blue, green and orange lights.”

The tower and ground personnel attempted to make a closer inspection of the unusual craft, but the UFO took off.” mcclxxx

Camba Punta Airport, Argentina: This next UFO case comes to us from two sources: researchers Ed Keyhoe and Jacques Vallee. We learn the following facts of this sighting: It was 11:00 pm on July 31, 1962, when a UFO descended toward the Camba Punta Airport in Argentina. According to Jacques Vallee:

- “the Director of the Corrientes Airport at Camba Punta, Argentina, and Dr. Gustavo Revidapte, a judge at Corrientes, saw a strange object coming toward the runway from the west. It emitted flashes of green, white and red light. Its altitude was on the order of nine hundred meters, and its brilliance was such that it was impossible to ascertain its shape.”
- “Six other persons, including several policemen, were called and observed the object as it stopped at the end of the runway, spinning and emitting beams of light.”
- “When the witnesses got into a truck and drove toward the object it left at great speed."

According to Don Keyhoe’s book:

- “Airport Director Luis Harvey immediately ordered the landing strip cleared. In a few moments, a UFO described as a 'perfectly round flying object' approached at high speed.”
- “Then it stopped and hovered for three minutes.”
- “Though the Argentine Air Force had been alerted no interception was attempted.”
- “some excited witnesses ran out for a closer inspection, and the flying disc hurriedly took off." mcclxxxi

The same case more information

Argentina Airport, Buenos Aires, Argentina: On August 2, 1962, a UFO lands at a Buenos Aires, Argentina airport. The ‘*Flying Saucer Review’* shares: “various papers carried detailed accounts of a saucer landing on the aerodrome at Camba Punat (province of Corrientes, the far northeast tip of Argentina). The airport manager, Senor Luis Harvey, explained that his staff had warned him that an unannounced aircraft was about to land."

Harvey “ran out on to the field and saw a luminous object circling above at high speed.”

“Failing to get any reply to their signals, he and his staff prepared for a landing.” When the UFO “came down, they were astonished to see that it was no airplane at all but a completely spherical body that hung in the air hovering and also revolving.”

Figure 44 - Illustration "blue sphere" ship

The UFO was now parked “a few feet above the same spot on the runway for some three to four minutes emitting all the while powerful blue, green, and orange flashes.”

> **“Then, as the astonished officials approached, it climbed and vanished at a staggering speed."**

“The incident was at once reported to the authorities, and an intensive investigation was launched. Discussing the case, the press made it quite clear that UFOs could only be extraterrestrial. La Razon” (Buenos Aires) said:

> **“We do not believe the true explanation of these occurrences can be kept secret much longer.”** **mcclxxxii**

Ezeiza Airport in Buenos Aires, Argentina: On December 22, 1962, around 2:15 am pilots and control tower operators at the Ezeiza Airport in Buenos Aires, Argentina observed a UFO.

> **“The UFO was on the tarmac at the end of the runway.”**

According to the observers, the UFO was a disc and rose to 10 meters in altitude, hovered, and flew away to the northeast. The observers were Horado Alora and Mario Pezzuto and by the crews of two aircraft. mcclxxxiii

Resistencia Airport, Argentina: On November 24, 1965, around 9:45 pm Captain Longo of the Argentine National Airlines was coming

in for a landing at Resistencia en route from Rio de Janeiro when he encountered a near miss with a UFO.

> **To avoid a collision, "Captain Longo executed a rapid maneuver to change course as the brightly lit UFO flew towards his passenger plane."**

All of a sudden, without warning the mysterious flying object near the passenger plane executed an upward path at a 45-degree angle and disappeared rapidly from view.

According to the pilot, the UFO missed his aircraft by 100 yards. mcclxxxiv

Personnel at the airport's control tower also confirmed seeing the same UFO.

Australia

Darwin Airport, Australia: On July 26, 1961, Mr. Roy Moffat and experienced pilot shared that a UFO appeared 1,500 feet above the Darwin Airport.

> **According to the article Moffat shared a Boeing plane was heading down the runway when a UFO sped towards it. The Boeing was about 30 miles an hour when the UFO "hesitated over it" and then sped off in the opposite direction.**

Moffat said the UFO was traveling about 2,000 mph at the time. mcclxxxv

Austria

Innsbruck, Austria Airport: On November 19, 1954, around 8:00 am a UFO was seen hovering at 6,000 meters altitude over Wipptal Valley near the Innsbruck, Austria airport. According to the 'Berger of The Austrian Share' writes:

> **"...from a serious source. Yesterday (December 19, 1954-EB), Sunday at 0800 ...an aeronautical expert...from Innsbruck airport just coming from his night shift, sighted a 'UFO.'"**

"It was remarkable that the object did fly completely against the wind which was blowing from the northeast at 10 knots. At that time a man from the Innsbruck glider team also wanted to show him the object...visibility was good, the sky nearly cloudless...The measured

altitude of the cirrus clouds was 7,000 meters. Thus about 1,000 meters over the object...which was luminous and had a halo. It moved against the wind for ten minutes and was no weather balloon..." mcclxxxvi

Townsville Airfield, Australia: On October 7, 1958, around 2:25 am Townsville, an executive for a large engineering corporation, T.W. Dutton, was at Townsville Airfield the morning of October 7th waiting for his plane when he saw a UFO.

> **“Mr. Dutton spotted a luminous reddish-gold object. The thing was easy to see in the clear, dark, sky. For the next 20 minutes, Mr. Dutton watched the glowing object move about the heavens.”**

Here is Mr. Dutton's story as it was published in an ‘*Australian UFO bulletin*’. He shared: “attention was immediately attracted to the UFO as I left the passenger lounge and turned left to take a walk in the enclosure. As I walked watching it all the time it suddenly swayed from side to side like a pendulum for about 5 or 7 seconds. It repeated this, 4 or 5 times in two-minute intervals.”

> **“Then it made a wide sweep out to the right and came back to its original position. It did this, three times, at intervals of one to two minutes. Then it started to go away from me getting smaller and smaller and after two or three minutes finally disappeared.”**

“I looked around several times to see if there was anyone else to verify my observation but without success until after the object had disappeared when; two Qantas Airways men appeared at the other end of the enclosure. I walked over to them and asked if there were any other planes up, and they said:

> **“Definitely, no.' It must be a flying saucer.”** **mcclxxxvii**

Brisbane Aerodrome, Australia: On October 23, 1958, during the evening a Viscount airliner had landed at the Brisbane aerodrome, a bright, orange-colored, "flying triangle" was seen in the air over the field at Brisbane, Australia. “The report was made by a Cairns newsagent by the name of George Hicks. A constable on duty at the aerodrome said he saw an 'orange flash.” The following day the

National Radio News Service gave additional details without mentioning the source.

> **The newscast said the UFO: "hovered over the Viscount when landing and then split in two with a large white round object in the center, after 'which the whole phenomena swiftly disappeared."** **mcclxxxviii**

Brazil

The airport of Pampulha, Brazil: On July 14, 1959, between 7:00 and 8:25 pm the tower controller at the airport of Pampulha, Brazil observed a UFO. According to the '*UFO Critical Bulletin'*, the controller wanted to verify the object seen was not a meteorological balloon. As such: "he phoned the Meteorological Institute, which answered that no balloons were up."

Then he radioed to the commander of a military plane who was asking permission to land. "Please make a 180-degree turn, and then put the nose of your plane at 270 degrees. Please confirm or disconfirm the appearance of a luminous object on that course."

"The commander, an officer, piloting a Brazilian Air Force B-26 north toward his base at Natal, immediately did what was requested. Then he landed quickly and confirmed the sighting."

"The controller was disappointed that he had landed so promptly. Taking a signal pistol, the controller aimed in the direction of the light and gave intermittent signals in green, yellow and red. Just at that moment, the UFO began to change color from amber to intense green then back to its original white."

"Then it darted up and disappeared in the darkness of the night. This startled the controller even more, and he decided to phone the pilot who was already in the canteen. He told the pilot he was surprised by his indifference about the strange phenomenon, and his avoidance of a closer investigation."

"The officer replied that he didn't want to get closer to the UFO, but on the contrary, he wanted to escape from the aerial object which had followed his plane for almost an hour from the vicinity of Pico do Couto."

“Twenty minutes later the officer asked the controller for permission to take off without any lights on his medium bomber, to avoid pursuit by the UFO. The B-26 was heavily armed and carried a crew of five.” mcclxxxix

Ceara capital Fortaleza, Brazil: On July 22, 1959, UFOs were reported flying over the Ceara capital Fortaleza, Brazil. According to newspapers the chief of the personnel who work in the control tower of the airport, Pingo Martins, “declared that one of the 'disks' hovered for a long time over the airport and that the flying object could not be confused with a comet or other astronomical phenomenon.”

“Different persons in the city saw the object and confirmed the strange appearance of the phenomenon. The commander of the air base of Ceara was notified about the strange appearance. It is said that several pilots confirm the appearance of the 'flying disks' in the skies of Fortaleza.” mccxc

Britain

London Airport, England: On February 26, 1959, a glowing disc was seen hovering over London Airport at 200 feet for 20 minutes. Witnesses included the air traffic controller and three other observers. According to the ‘*Flying Saucer Review’* on March 6 the BBC and the National Press reported that the Air Ministry classified this object as "an unidentified flying object." Later that evening the government Agencies backed off and said the UFO could be the planet Venus that moved off or the nose cone of a plane.

Comment | I find the new possible classifications "bogus." A plane and Venus would be out of the question if the object were at 200 feet above the airport for 20 minutes in a "stationary" position. The British government, in this case, was trying to cover up the UFO case. mccxci

Updated information on the case: Interestingly Charles H. Gibbs-Smith wrote a follow-up report on this case. According to Police, The Controller and several others witnessed the object remain at 200 feet for 20 minutes, before it zipped off into space. Using binoculars, the witnesses viewed the craft. The Radar operators confirmed the object

"did not register" on their scopes. Charles agreed with my assessment, and he put it:

"the debunking explanations given out were delightfully stupid." **mccxcii**

Heathrow Airport: On April 11, 1991, an Alitalia MD-80 approached Heathrow Airport for landing when it encountered a UFO. According to radar the presence of the UFO was detected and crossed the path of the MD-80. According to the telegraph.co.uk, specific facts came out of this encounter.

- The UFO was "detected on the radar";
- The UFO “passed in front of the nose cone of the MD-80”;
- The UFO was “about 10 feet long”;
- It was “shaped like a cigar”;
- It passed "within 300 meters of the plane."

The telegraph.co.uk says: “The 10-foot-long UFO came so close to the airliner that Captain Zaghetti shouted, "Look out! Look out!" to his co-pilot, who also spotted the object.” “Captain Zaghetti told Italian newspapers, recalling the incident over Lydd, Kent, in 1991:”

> **“It could have caused a terrible accident. If you're flying at 700 kilometers an hour, hitting an object of 1kg is like hitting something which weighs 700kg.”**

“The UFO was seen on radar by air traffic controllers at Heathrow, who were guiding a British Airways flight to land. Captain Zaghetti asked the control tower: "Do you see something behind me?" Twenty or 30 seconds later Heathrow officials affirmed that there was an object near the airliner. The incident was described in MoD files and released by the National Archive. Defense officials ruled out the possibility of the object being a British or American missile and said the sighting had no rational explanation.”

> **"In the absence of any clear evidence which could be used to identify the object, we intend to treat this sighting like that of any other Unidentified Flying Object," the MoD concluded."** **mccxciii**

Manchester, England: On January 6, 1995, a Christmas trees (Cone shaped) object, was seen by pilots on a Boeing 737 British Airways Flight BA5061 from Milan in descent in Manchester at 4,000 feet over the southern Pennines. The object appeared to be only meters in front of the airliner as it flew at 13,000 feet, and it was so close that the co-pilot instinctively reacted by ducking down inside the cockpit. It had small lights, made no attempt to change course, and made no discernable sound or turbulence. The object did not appear on radar. mccxciv

Canada

Lakehead, Ontario Airport, Canada: On March 29, 1950 workmen and several citizens reported five to six discs or spheres over Lakehead, Ontario Airport. The objects appeared at the airport around 1:00 pm. The Flying Club manager said in his thirteen years of flying had never seen anything like it before. The objects headed toward Lake Superior where a group of six objects joined them. **mccxcv**

The local airfield at North Bay, Ontario: On April 12, 1952, a bright amber- colored disc-like object came over the local airfield at North Bay, Ontario, stopped in the air, and then retraced its course. As it sped away, it rose into the sky with a terrific speed at a 30-degree angle. The UFO was observed and reported by two Canadian Air Force enlisted men. mccxcvi

North Bay, Ontario, Canada: On April 14, 1952, Mr. E. H. Rossell, a veteran airman with 13 years in the service, and Flt. Sgt. Reg McRae, a visitor from Weston, said they spotted a "bright amber disk" in the sky over the airfield around 8:30 pm.

The '*Daily Press'* informs us: "the two said the disk came from the southwest, moved across the airfield, stopped and then took off in the reverse direction. It climbed at an angle of 30 degrees at "terrific speed" and disappeared." According to Sgt. D. V. Crandell, an instrument technician he also reported seeing a flying saucer the night of January 1.

"The saucer appeared to be at a great height, probably outside the earth's hemisphere," they testified. "It appeared to be moving at supersonic speed. The disk was described as reddish-orange in

color, similar to a rock burning." An R.C.A.F. spokesman said there is no reason to doubt the validity of the reports since the men concerned are seasoned veterans familiar with convention aircraft. mccxcvii

MacDonald Airport Manitoba, Canada: On August 27, 1952, around 4:45 am meteorological officers at MacDonald Airport Manitoba, Canada observed a UFO. According to Arthur Bray, author of 'The UFO Connection', the object was a disc below the 5,000-foot cloud level over the airport.

"The UFO made two turns about the field and when struck by the light from the rotating beacon made off toward the northeast and was out of sight within a second. There was no sound whatsoever. The object glinted like shiny aluminum when the beacon light stuck it." mccxcviii

Ontario International Airport, Canada: On September 22, 1953, during the morning hours four men tinkered with an Air Force F-89 jet interceptor parked on the airfield repair apron at the Ontario International Airport.

"Air Force officer, 1st Lt. Robert Starr and his crew chief, Muir Funk, were checking the fighter with the help of two Northrup Aircraft field inspectors, one named Richard Lierd and another we only know as a Mr. Houseman. The four men made a good group of witnesses for what happened next."

> **"According to what the men told the Ontario an unfamiliar sound caused them to look skyward. There in the sky, tumbling downward, was a dark cigar-shaped object.**

With their background in aviation, the men witnessing this quickly assumed a military plane had jettisoned a wing-tip tank, a cigar-shaped metal container used to carry extra fuel and designed to be detached by the pilot when combat was imminent."

Quoting Lt. Starr, 'The Daily' reported: "We wondered why the pilot had jettisoned the tip-tank and watched as it tumbled end over end, free-falling toward the ground. We watched it for six or eight

maybe ten seconds before the object suddenly stopped its fall and seemed to change in shape.

> **“It seemed to change once, halted in the air and became circular with a luminous sheen. It streaked to the north disappearing in five seconds.”**

“I would be afraid to guess at the altitude of the craft or its speed, but it flew faster than anything I have ever seen in the way of aircraft, and I've watched a good may experimental flights.” mccxcix

Fort Simpson, Canada: On November 15, 1967, at 7:11 am a weather observer at a local airport in Fort Simpson, Canada observed a UFO. According to the ‘*UFO Investigator’*; “a spherical object glowing blue-green that moved across the sky, made a 90-degree turn, slowed down, turned around, and resumed its original flight path. The object then made another 90-degree turn and continued until lost from view behind clouds.” mccc

Chile

Los Cerrillos Airport, Chile: On July 10, 1947, around noon, UFOs were seen over Los Cerrillos airport in Santiago, Chile. A Brazilian newspaper shared: "The strange objects were sighted around noon by an aviation mechanic. In accord with the description given, they were oval shaped, silverish, and flew at an altitude of 500 meters." mccci

China

Xiaoshan Airport, China: In July 2010, *ABC News* carried the story about the closing of Xiaoshan Airport in China around 8:40 pm after a descending plane notified air traffic control it observed a UFO near the airport. As a result of the UFO in proximity to the airport, eighteen passenger flights were then affected; all other planes diverted to other airports. Unofficial reports surfaced stating it was perhaps an American Bomber, Russian Satellite or new Chinese unique aircraft.

Official responses stated it might have been a meteorological event. However, this seems to contradict the story of a bystander who at 8:26 pm, took a picture once they felt a beam over there head, noticed the streak of white light across the sky. Of particular interest

was a video submitted to CNN iReport on August 13, 2010, from a person in China who took footage outside his airplane window. [mcccii]

The video clearly shows the following characteristics:

1. there are four objects in the sky over the region,
2. The UFO on the bottom is big and circular (almost like the moon "but brighter"). However, there are three other objects two next to each other, and one on top – these three are smaller,
3. these smaller objects seem to "pulse" as the video person zooms in.

In my opinion, I cannot determine the bottom object, but the other three appear very unusual – not natural phenomenon against the black sky.

Baotou Airport, China: On September 11, 2010, China's '*People Daily Online'* reported the shutdown of Baotou Airport from 9:14 to 10 pm after a UFO was 25 miles east of the airport. Hohhot Air Traffic Management Bureau communicated the UFOs presence. The author of the article; "Third UFO-Related Airport Shutdown in China This Year" was Tim Brosnan. CCTV also carried this report stating witnesses had pictures of an object emitting a "glowing light." [mccciii]

Mexico: This next story comes to us from Jorge Moreno about a UFO approaching a Jet over Mexico. In 2012 a pilot stated: "I could see it physically beside the airplane, a sort of flying saucer, similar to the ones shown on videos or even television. I couldn't believe it, much less than the radar couldn't pick it up. I calculate that it was 300 meters distant, and judging by the size I could see; it had a radius of 10 meters at least." The full story and a second case may be read at the Blackvault.com. [mccciv]

Czechoslovakia

Czech Airfield, Czechoslovakia: On November 16, 1959, around 8:00 pm Air Force officer, Commander Duchon, and another officer from the Czechoslovakian Air Force witnessed a UFO near the Czech airfield, Czechoslovakia. According to 'Flying Saucer Review' and the

‘Kridla Vlasti’: “Commander Duchon, ... was driving in his car to a certain airfield in Czechoslovakia to supervise night flying.

The Story

“At a distance of about 10 kilometers from the airfield, the engine of the car started to stall. Commander Duchon got out to look at it when suddenly they both caught sight of a light sapphire-colored band moving at great speed at an altitude of between 500 and 800 meters (they were able to judge the height by comparing it with the height of a nearby hill). The colored band remained behind for a few seconds in the wake of some unidentified object.”

“At first they both thought it was one of their aircraft, but they very soon realized that there was no jet engine sound, the speed was far greater than that of a jet, and the luminous sapphire-green color did not correspond to the exhaust of a jet aircraft.”

“When they tried to start their car up, the ignition faded, and it was only some minutes later that they were able to get it going again.”

“On reaching the airfield, they had a further surprise. No aircraft had landed there, but at 8:05 pm a flaming ball had appeared in the sky.” A few notes:

- “Some of the pilots and ground personnel maintained that it had rotated.”
- It was performing its flight performance in: “complete silence and terrific speed at which the thing flew over the airfield.”
- "It had then suddenly made a 90-degree turn and returned over the airfield."

“According to the radar operators, who registered it on their radarscope at an altitude of 1,000 meters on its return flight over the field, no existing aircraft could have executed such a maneuver. At the same time, they were able to fix its size as approximately twice the size of the largest known bomber.”

“The aircraft held in emergency readiness on the field received orders to take off but for some unknown reason were unable to do so

before the object had disappeared from the radarscope and the horizon."

"A minute later it was back again over the field at the height of 100 meters and remained motionless for two minutes (from 8:06 to 8:08 pm) above the runway. Then in a fraction of a second it accelerated to a fantastic speed and disappeared into the night."

"During those two minutes, the object was observed through binoculars by both control tower staff and anti-aircraft gun personnel, who, incidentally, received no orders to open fire as the situation was so confused. All these witnesses described the object as a disc or saucer, with a diameter of not less than 150 meters, with a glowing band around it."

"Unsuccessful attempts were made to contact it by radio in Russian and English and also in the international aviation code." mcccv

Ecuador

Quito airport, Ecuador: In March 1955, UFOs were being seen in the skies over Quito, Ecuador. The '*Nebraskan State Journal'* newspaper printed: "Reports of flying saucers have been received recently, but according to foreign newspapers the objects are visiting other parts of the world." An Ecuadorian newspaper shared a recent case:

> **"more than one hundred persons saw the flying saucers at the height of about 8,500 feet above Quito airport."**

"The objects in the blue sky shone brightly in the form of a half-orange with a cabin in the top center, and with the base of the objects appearing concave. The surface of the objects was the color of white metal, as of aluminum, and reflected the rays of the day's sun. The UFOs remained in the air for more than an hour and then one moved with 'incredible velocity' to the south." mcccvi

Marignane Airfield, France: On January 4, 1954, around 9:00 pm a fireman watched a UFO descend towards the Marignane Airfield France. According to all witnesses, the UFO was round and luminous. Mr. Chesneau, the fireman, called the control tower to report what he saw.

“The UFO then landed at the Marignane airfield in Bouches-du-Rhone Department.”

According to the CIA information sheet on this case: "The machine disappeared while he was telephoning the control tower. Scrutiny of the runway in the morning turned up a few pieces of metallic debris. The witness story was confirmed by that of a Marseilles resident who driving from Aries to Marseilles saw a large, round, reddish fireball in the sky, but placed the time at 2245 hours." mcccviii

Challes Airport in Savoie department, France: On September 26, 1954, at 5:15 pm Mr. Guyard reported seeing an extraterrestrial he described as a short humanoid in a diver suit. The sighting of the being was at Challes Airport in the Savoie department, France. Researcher Aime Michel shared: “the being waddled quickly toward and got into a saucer-shaped craft. Later, a ten-foot circle was found at the landing site.” mcccix

Nimes-Courbessac Airfield in France: On October 15, 1954, around 7:50 pm a yellow cigar ship landed at the Nimes-Courbessac Airfield in France. According to author Peter Rogerson the cigar ship was yellow in color, had portholes was 30 meters long and 6 meters wide. He shared the craft appeared lighted inside the object, and helmeted creatures could be seen. He also added a cloudy mist appeared around the machine. mcccx

Plessiel Airfield, near Abbeville, France: On July 18, 1955, at 3:00 am Mr. Maupin, and five other witnesses on the airfield were blinded by a light from a disk-shaped object 150 meters away. It left orange glows in its trail. Silent, flying slowly, it hovered near the Metro station, close to the ground, but did not land. It left toward the northwest. A woodsman from Mareul-Caubert, Mr. Rolle, saw the object half-an-hour earlier. It came from the direction of Amiens. mcccxi

Orly Airport, France: An Air France Airline Pilot has near miss with UFO at Orly Airport, France. Frank Kelley of the ‘*Herald-Tribune’* writes the story of the following case. On February 19, 1956, between 11:00 pm and 3:00 am (20th) an airline pilot had a near miss with a UFO after taking off from Orly Airport, France.

“Several dozen experts are at work trying to find out what was going on above, near or at Orly Airport in the outskirts of Paris late Friday night when radar technicians said they sighted and watched for hours on their screen a mysterious object twice the size of a four-engine airliner. They said the object hovered at 4,500 feet and at times put on jet-like speeds up to 1,500 miles an hour.”

“The military radars spotters and the civilian radar spotters at Le Bourget Field north of the city of Paris saw nothing on their screens.”

Despite that, an Air France pilot taking off from Orly was told by the Control Tower to be aware of an unidentified object heading for Orly. According to the pilot, both he and his radio operator saw a light to the right of their plane about the same height winking red fire.

The pilot then said: “hoping to avoid the obstacle, I changed course. The light disappeared abruptly.” It was then the Captain was able to regain his course. The Tower operator then said the object was above them, but the Captain was not able to see it at this point. The Captain said:

“I cannot explain this phenomenon, but I’ve never seen anything like it. All I can tell you is it was not an airplane, because we would have seen its position-lights. It could not have been a light from the land, as there was a fog bank beneath us. The night was very black, and I could not see where this light came from. In any case, it seemed to be twice as large as the normal position lights of a plane.”

The article points out the Orly Radar apparatus was checked out and found to be in working order. Other witnesses reported the red object to be five to six times the size of a star. A French Ufologist Charles Garreau mentioned he tried to get an official response to the activity but was not offered. mcccxii

Germany

The airfield in Frankfurt, Germany: In October 1954 former Luftwaffe pilots reported observing a silver disc near at the Airfield in Frankfurt, Germany. A New Orleans paper states:

“in Germany, pilots and pupils at a glider school near Frankfurt claimed to have seen a 'slightly swollen silvery

disc' moving noiselessly over their field."

Agence France Presse said the 13 witnesses, some of them former Luftwaffe (German Air Force) men, denied that they were victims of an optical illusion." mcccxiii

Guatemala

Guatemala City Airport, Guatemala: On March 15, 1950, an observer standing in front of the Air Terminal at Guatemala City Airport observed three UFOs in a single line. In all, four objects were seen heading north. The color was silver; the shapes were oval and slightly elliptical. Each appeared larger than a DC-4 (C-54). Their speeds were estimated to be between 1,400 to 1,500 mph. mcccxiv

Iceland

Keflavik, Iceland: On October 6, 1952, around 9:00 pm 52 four officers of the 932 AC&W Squadron witnessed a UFO at Keflavik, Iceland. As the group looked up, they could see a disc approaching the airport. It was perfectly round, they said, except for an irregularity in its trailing edge, and its outline was quite distinct.

"One of them said that it seemed to have depth, another said that it appeared to be flat. It had a pinkish-orange color, and was variously described as pale, porous, transparent, translucent, etc."

"Then, after decreasing speed somewhat, and with a slight loss of altitude. It turned to a course of about 185 degrees, went into an almost vertical climb at an extremely high rate of speed, diminished in size and disappeared from view in about one second. Altogether it traversed an arc of about 90 seconds in about 6 seconds."

"The object left no visible exhaust vapor trail, air turbulence or sound, according to one of the officers, who is Senior Controller of the 932nd AC&W." mcccxv

Keflavik Airport in Iceland: On February 3, 1953, at 5:25 pm radar picked up UFOs at four different times over the Keflavik Airport in Iceland. At one point, one object on radar was stationary. According to the Air Force, there were no aircraft, either military or civilian operating in the area of the pilots. The Air Force concluded the objects were "unidentified." mcccxvi

Keflavik Airfield, Iceland: On May 4, 1955, Lt. Colonel Edward J. Stealy, Commander of the 57th Fighter Interceptor Squadron at

Keflavik airfield, saw a group of UFOs in the sky, as did the Colonel's Adjutant, Lt. Burt. Lt. Burt testified:

> **“I was walking across the ramp at the terminal with Lt. Colonel Edward J. Stealy when he spotted approximately 10, maybe fifteen flying objects flying east at approximately 25 to 30,000 feet.”**

“They were in loose formation. They were not drawing contrails. However, one made a smoke trail for about 2 seconds which engulfed the object and stopped before the object disappeared behind clouds. The objects were in view to me about 4 to 5 seconds. They were traveling at a tremendous rate of speed, well over 1,000 knots. These objects were not jet type aircraft, neither the shape nor speed. They were oval in shape.”

> **According to Stealy, he believed their diameter was between 60 to 70 feet. The objects were traveling at a tremendous rate of speed.**

Lt. Colonel Stealy shared:

> **“I have seen many jet aircraft flying, and these objects cannot compare to any standard shape or speed. They were the color of oxidized silver and did not reflect light."**

Lt. Colonel Stealy continues: “1st Lt. Joseph Burt and I were on the ramp at the Terminal Keflavik airport, Iceland viewing and taking pictures of a C-99. On returning, we walked toward the new SAC hanger. While still some hundreds of feet from the hanger I noticed some objects.”

“I called Lt. Burt's attention to them. We tried to identify them as they passed across the sky and disappeared from view at about 30 degrees from the horizon behind cloud cover that extended over the top of the hanger.”

“I didn't have the presence of mind to count them but estimate approximately 10. No particular rhyme or reason to the formation. Two were out to the right the others were in one general area. A few moved rapidly around in position while others held steady.

> **“They did not move back and forth or in and out slowly as jet aircraft but very rapidly and jerky...I would estimate**

they were at a considerable altitude and traveling at great speed."

The U.S. Air Force concluded this case was "unidentified." mcccxvii

India

IGI Airport, Delhi, India: News columnist Lee Speigel and ‘The hindustantimes.com’ tells us: on October 30, 2015, IGI air traffic control (ATC) viewed UFOs, near and around the airport at Delhi, India. According to the newspaper, "sources said the Indian Air Force even pressed a chopper into action to check the flying object. However, the helicopter could not find anything." The IGI Airport to the capital city region of Delhi, India. Speigel shared:

“Earlier last week, on Tuesday, the ATC reportedly saw a flying object — possibly a drone — above the runway, but they couldn’t come up with any visual evidence to confirm it.”

Back on May 23, 2015, "five unexpected, uninvited and unmanned objects put the Mumbai airport on alert." According to sources: the ‘India Times’ reports the Indian Air Force "has been authorized to shoot down any suspicious object if need be." The full story can be read at the ‘Huffington Post’. mcccxviii

Gandhi International Airport, New Delhi, India: On April 8, 2000, a yellowish orange cigar-shaped UFO approached Gandhi International Airport in New Delhi, India. The event occurs around 11:55 pm. The object flew at a high altitude, halted over a cargo terminal, hovered, descended, wobbled, and then vanished. mcccxix

Figure 16 - Illustration of descending cigar ship

Italy

Ciampino Airport, Italy: On September 19, 1954, a giant cigar shaped ship was seen over Vatican City, Rome, Italy. This interesting report covers a mass sighting, which occurred over 40 minutes during a Friday afternoon. The military command facilities at Ciampino Airport observed the object for an hour and a half (4:45 to 6:28 pm) after which it moved out to sea. The UFO:

- "was observed flying at 4,000 feet in altitude";
- "appeared to be having some trouble as a small trail of luminous smoke was seen emerge from the end of the object";
- soon "dipped 400 meters and then regained altitude";
- had "an antenna on the middle of the mysterious vessel";
- emitted "a very brilliant silvery light";
- "at times it was perfectly immobile";
- "was tracked on radar equipment for 20 minutes by a surveillance station in Practica di Mare."

The Monte Mario astronomical observatory ruled out a Bolide (e.g., meteor) as nothing crossed the sky of Rome on that day. Just a note that two days later, on Sunday, 30 residents observed a luminous disc at 8,000 feet over the Mt. Naturno, Italy. mcccxx

Updated information on the case, No: 1: On September 17, 1954, at 4:45 pm a UFO was seen at Ciampino Airport, ten miles outside of Rome, Italy. According to author Aime Michel's, *'Flying Saucers and the Straight Line Mystery'*: "a silver bullet-shaped object was seen in the sky by over a thousand people including military witnesses near the airport. It rotated from a horizontal orientation to vertical with the point down. It had an estimated altitude of 2500 feet and a speed of 150-180 miles per hour." The UFO left a luminous vapor trail and was tracked on radar. mcccxxi

Updated information on the case, No: 2: On September 18, 1954, around 4:45 pm the local press contacted the Ciampino Airport about other witnesses to the event. A few witnesses shared the UFO was at 3,500 feet and emitted some smoke in a luminous vapor from

the tail end of the object. Witnesses from the local military base shared the UFO dropped at one point to 1,200 feet then rose to its original position. The final comments were: “The fact is both undeniable and inexplicable. The foreign object was able to travel rapidly and also to remain motionless for minutes at a time. It sent out a very brilliant silvery-colored light. That is all we can say”. mcccxxii

UFO flying Supersonic over Orly Airport, Italy: On February 18, 1956, a UFO zipped over Orly International Airport, Paris France at supersonic speeds more than 1,500 miles per hour. Tracked on radar by the Control Tower. According to the ‘New York Times’;

> **“the UFO caused a blip twice the size of an average airline on the radar. The UFO was at 5,000 feet and was seen following other aircraft going in and out of Orly airport. In addition, a beacon station south of Paris also picked up the object.”**

This story appeared in the ‘*New York Herald Tribune’* (February 20, 1956) and ‘New York Times’ (February 20, 1956). Radar equipment at the Airport was determined to be operating correctly before and after the incident. The UFO remained aloft over Paris for 4 hours. The U.S. Air Force concluded the sighting was either the planet Venus or “insufficient data for evaluation.”

This account is not correctly classified, Venus cannot follow planes in and out of airports, nor can it be hovering over at airport at 5,000 feet. If Venus were at 5,000 feet the entire country of France would have been wiped off the map. mcccxxiii

Turin Airport, Italy: On March 15, 1959, around 11:00 pm a UFO appeared at the beginning of the runway and hovered for 20 minutes. It was a yellow-reddish lobe which initially approached rapidly. The airport commandant reported the sighting to higher authorities. Several witnesses confirmed the object was a disc. mcccxxiv

Japan

Akita Airport, Japan: On October 17, 1976, at Akita Airport, Japan 10:40 am a brilliant golden disc hovered south of the Airport for five minutes. “Control tower personnel and an airline pilot preparing for takeoff observed the glowing object. Kenichi Waga, telecommunications officer in the control tower, said:

“It was disc-shaped, larger than a car, but smaller than an airplane.”

Captain Masara Saito, 34, Toa Airlines pilot, was preparing to take off when he noticed "a strange looking disc-shaped object 5,000 feet (1,500 meters) from the ground. It was something I had never seen before." Tazawa Takumi, an air traffic controller on duty, who observed the object through binoculars, said it looked like:

> **“two plates placed together, with the top one inverted. The drawing is of a typical disk-shaped object. The unidentified object finally flew away toward the sea.”** mcccxxv

Mexico

Mexico City Airport, Mexico: On March 13, 1950, trained aircraft observers and meteorologists confirmed reports of four flying saucers over Mexico City Airport. The ‘Tucson Daily Citizen’ shares: “Officials reportedly said they were "flying bodies." Meteorologists at the Mexico City airport using balloon tracking equipment (Theodolites) calculated the bodies were between 35,000 and 40,000 feet.”

- “Chief observer for Mexican aviation said he believed one object was the shape of a half moon.”
- “J. De La Vega, a veteran employee of the airport commander’s office, said he saw all four of the saucers. He said, from where he was they appeared to the size of a silver peso.”
- “Some observers estimated each object was at least 100 feet in diameter.”
- “Finally, at Monterrey, the government airport inspector, Francisco M Soto, watched a flying body and believed it to be a “heavenly body” after it changed altitude by 1 and ½ degrees in three minutes.” mcccxxvi

Updated information on the case: According to the Air Force files; trained aircraft observers and meteorologists as well as hundreds of witnesses observed four large UFOs over the Mexico City Airport. Using a theodolite, the meteorologists stated the objects were between 31,000 and 40,000 feet in altitude. Santiago Smith, the

Mexican aviation chief said using a telescope the object looked like a half moon. Mr. J. De La Vega, a veteran employee, said he saw all four saucers, and from where he was they looked like silver pesos. Other observers said the objects were likely to be 100 feet in diameter each. mcccxxvii

Mexico City Airport: On August 6, 1967, around 8:17 pm an airport control tower personnel and others witnessed several UFOs at Mexico City, Mexico. According to the witnesses, the saw:

> **"10 yellow-orange-red objects moving in close formation going south to north. The objects changed formation (maneuvered) as they passed over the airport."** **mcccxxviii**

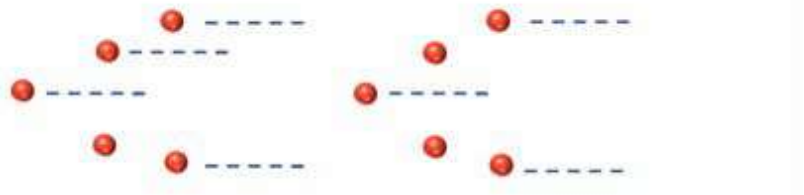


Figure 45 - Illustration of Red Spheres in formation

Turin Italy Airport: On November 30, 1973, Riccardo Marano, a professional pilot was coming in for landing in his small plane when he radioed the control tower about a hovering object at the end of the runway. According to the pilot, the UFO was the size of a DC-8 and hovering at the end of the runway. It then changed colors from blue to red. The giant sphere then moved off. He attempted to follow it at 300 miles per hour, but it soon reached 3,500 miles per hour leaving the small plane in the dust. mcccxxix

Peru

CORPAC airport in Chiclayo, Peru: In April 1950, a flying saucer was reported at the CORPAC airport in Chiclayo, Peru. According to the research of Loren E. Gross, Juan Pardo de Miguel (an engineer) and the commander of the Peruvian Air Force, Garcia Romero attempted to get close to the silver-disc-shaped UFO in a small plane.

> **"They climbed for an hour and followed the maneuvers of the luminous disc. Pardo de Miguel said that these**

maneuvers proved that the object was intelligently controlled."

"He could not get as close to the object as he would have liked, because of insufficient powers his plane was capable only of 16,000 feet, while the saucer was at 30,000."

"When the pilots attempted to close in upon it, it changed its course and was hidden in a cloud when the pilots took their plane into the cloud; the object had disappeared."

However, it appeared again above the airport on the following day at noon, as before. It was observed through field glasses for four hours." mcccxxx

The airport of Pisco, Peru: On May 27, 1955, at Pisco, a Peruvian correspondent, Alejandro de la Jara, wrote some American friends to report:

"Eight persons, among them a pilot, a radio operator, and a meteorologist, saw a squadron of five flying saucers maneuvering for two hours over the airport of Pisco, 270 miles south of Lima."

"Airport personnel peered at the supposed flying saucers through a theodolite. Luciano Lino Cardenas, the meteorologist who was using the theodolite, noticed the flying saucers while following the ascension of a weather balloon he had launched."

"According to his story, he saw in the sky diamond-shaped machines whose edges were of a decided red color and which bore in the middle, toward the rear, a black-colored rectangle, while the rest of the surface gave off a very bright white light. The mysterious airships were described circling above the airfield, at an altitude of two miles."

Their maneuvers were seen by other employees and workers at the airport and also by a pilot of the Peruvian Air Force who had stopped at Pisco airport to take on fuel. According to the information received from a pilot said:

"he observed the strange maneuvers, and that he could not acknowledge the aircraft as a product of earthly manufacture." **mcccxxxi**

Jorge Chávez International Airport in Lima, Peru: On February 12, 2017, around 7:38 pm twelve airborne objects halted all aircraft from taking off or landing for three hours operations at the Jorge Chávez International Airport in Lima, Peru.

MJ Bania's shares: “According to Zegarra, the radar tower was engaged in communications with pilots diverting them to another airport due to unusual radar activity. Zegarra stated The Jorge Chavez airport radar captured 12 unidentified echoes on its screen. Each identified with code 0000, which means a UFO...Zegarra states that he heard recordings of the conversations between the control tower and the pilots, but those have yet to be released to the public.” mcccxxxii

“According to Cornejo, the objects were not readily visible to the naked eye. A still of the twelve objects that allegedly ground Lima’s international airport to a standstill for three hours. While this may be strange, the leaked documents also contained information regarding a second UFO incident on February 7th which also temporarily shut down the airport at 9:40 pm local time. According to the February 7th incident, the radar identified a large unknown object passing over the airport’s airspace.” mcccxxxiii

Aeropuerto Nacional de Carrasco: On March 1, 1954, a UFO was seen at the Aeropuerto Nacional de Carrasco. The ‘APRO bulletin’ shares us the translated page from the aviation log that day: “Sr Jefe de Aeropuerto: I bring to your attention the following entry on page 62 of the daily log of this service, referring to the observation by personnel of this station of an air vehicle of form and velocity quite extraordinary.”

“At approximately 14:30 hours the undersigned and ACC operator Sra. De Rizzardo was observing the sky to the northeast when we noticed a stationary oval-shaped object. It was changing shape rapidly, which called our attention to it.”

“We located it at 30 degrees azimuth and 15 degrees of vertical angle. Later we observed that it appeared to discharge another form, similar but much smaller that maintained a position below and later

behind but close together. Both began an oscillating vertical ascent and disappeared rapidly."

"Five minutes later the ACC operator again observed them at 120 to 130 degrees azimuth and 20 degrees vertical-again of ovular form with a small protuberance, and with two smaller discs in its vicinity. "While [I was] reaching for the binoculars, the object sped off at a great velocity to the east and when I brought it into focus it was over the Sierras de Minas and disappearing. Signed: Pedro V. Ocampo, Chief of Tower Control." mcccxxxiv

Russia

Barnaul Airport in Siberia shut down: In January 2001, Agence France Presse reported in the news that the Barnaul Airport in Siberia was shut down for over an hour when a luminescent object hovered near a runway. The crew of an Il-76 cargo plane looked down the runway length and saw a glowing object. The pilots elected not to fly that day and later questioned about the incident. Initial follow-up interviews concluded it might be "natural or the Moon or Venus."

> **"However, it was interesting to note another plane coming into the airport noticed the same UFO and was, therefore, diverted to a different airport. Two different angles, two different crews, the same conclusion – "avoid the object."** **mcccxxxv**

Scotland

Glasgow Airport, Scotland: On December 2, 2012, the BBC shares: "A passenger aircraft had a narrow miss with an unidentified object over Glasgow," Scotland. "The Airbus A320 was making its final approach to Glasgow Airport on December 2nd when an object passed about 300 feet underneath it. The pilot of the aircraft said the risk of collision with the object, which did not show up on the radar, had been "high."

"A report by the UK Airprox Board said investigators were unable to establish what the object had been. The A320 was flying with its landing lights on, in clear conditions and at an altitude of about 4,000 feet above Glasgow, when the pilot and non-flying pilot saw an object "loom ahead" at a range of about 100 meters."

“The object passed directly beneath the aircraft before either of the crew members had time to take avoiding action or had "really registered it." However, they both agreed that it appeared to have been blue and yellow or silver in color with a small frontal area, but "bigger than a balloon.”

“The pilot asked the controller at Glasgow Airport if he was "talking to anything in the area" as he had "got quite close" to a blue and yellow aircraft, traveling in the opposite direction, which had passed just below him. The controller stated that he was not talking to anyone else in that area and that nothing was seen on radar.” The full report can be read on the BBC. mcccxxxvi

The Cockpit Transcript

The Airprox report included a transcript of the conversation that took place between the aircraft and the controller at 12:55:

A320: "Glasgow Approach [A320 C/S]"

- EGPF: "[A320 C/S] pass your message"

A320: "yeah we just had something pass underneath us quite close [1255:30], and nothing on TCAS have you got anything on in our area."

- EGPF: "negative - we've got nothing on er radar, and we're not talking to any traffic either"

A320: "not quite sure what it was but it definitely er quite large [1255:40] and it's blue and yellow."

- EGPF: "OK that's understood - do you have an estimate for the height."

A320: "Maybe [1255:50] yeah we were probably about four hundred to five hundred feet above it, so it's probably about three and

a half thousand feet."

The object passed directly beneath the aircraft before either of the crew members had time to take avoiding action or had "really registered it." However, they both agreed that it appeared to have been blue and yellow or silver in color with a small frontal area, but "bigger than a balloon." mcccxxxvii

The United States

Saufley Field, Pensacola, Florida, USA: On March 15, 1950, eight Navy enlisted men, ground crews at Saufley Field viewed a UFO with binoculars for 30 minutes. Paper mill workers nearby also reported seeing the same object during the same period. The objects were round and silver in color. mcccxxxviii

200 Foot Diameter Disc / Bradley Field (AirPort), Windsor Locks, Connecticut, USA: On September 26, 1950 about 3:15 pm, two Civil Aeronautics Authority technicians at Bradley Field observed a 200-foot diameter tadpole shaped flying saucer over Bradley Airport.

The technicians observed the object for three minutes traveling at tremendous speeds. The object was spotted over West Hartland Hills northwest of the field it then departed. They determined the object had to be at an altitude of 4,000 feet as the cloud base was at 4,500 feet. The two men having much experience with airplanes made the following comments:

> **“You can’t put your finger on it in words because there’s nothing you can compare it to. It was like something beyond the realm of probability and certainly not man made.”**

One of the two gentleman stated: “It would be impossible for anyone to see the saucer if it was too close because of its tremendous speed”. The body of the craft was described as having a translucence body, which appeared as “nothing more than a shimmering mass of gray smoke”, but there was no smoke and no noise. One final comment from the observer:

“The chills went up and down my spine and I felt a little sick”.

If you go to this article you will see a picture of the two gentlemen as well as a drawing of the craft. mcccxxxix

St. Hubert Air Base, Alaska USA: On April 12, 1959, A UFO appeared over St. Hubert Air Base and seen by several hundred airport personnel and district residents. The Air Force spokesman said, as far as we are concerned; "It was a genuine unidentified flying object." mcccxl

Dallas's Love Field airport, USA: On May 24, 2000, a giant UFO is spotted at 10,000 feet above Dallas's Love Field airport. At 3:15 pm, a group of witnesses on a tour bus from a corporate team building witness two large black helicopters flying directly toward the massive object. According to the witnesses, the UFO was larger than both helicopters together as they flew under the craft in the same formation. You will not find this in a formal report. mcccxli

Chicago O'Hare International Gate C-17, USA: On November 7, 2006, a UFO ended up hovering over the United Terminal at O'Hare International Gate C-17. Airport passengers and United Airlines employees witnessed the giant circular UFO hovering over O'Hare, United Terminal.

Now known as the "O'Hare Sighting," the hovering craft was stationary and witnessed by many people, captured on cell phone and video. NARCAP conducted a study of the event and concluded: "We cannot identify the object or phenomenon lying inside the reported oblate spheroid surface, but two conclusions seem inescapable:

- "the object or phenomenon observed would have to have been something objectively and externally real to create the Hole In Cloud effect; and,"
- "the atmospheric phenomenon associated with this object cannot be explained by either conventional weather phenomena or conventional aerospace craft."

One eyewitness came forward and stated the following:

"I witnessed a gigantic UFO hovering over the Airport at precisely 4:32 pm. The UFO was a dark, hazy metallic

disc/cigar shaped craft. It was at the height of roughly 750 feet from the ground, completely silent, frozen still, and was well over 100 meters in length. I managed to film the UFO on my cell phone for 1 minute, I observed the UFO for a further 1 minute, after which time it took off, and went upwards at tremendous speed and was gone." [mcccxlii]

"If you watch the video clip properly, at the start of the clip you can see a large passenger jet taking off, and flying directly under the UFO, which shows just how huge this thing was. The UFO was completely frozen still, and any movement on the video clip is camera movement and camera shake. I filmed the UFO on my cell phone with the zoom set to full." The News media, *MSNBC, CNN, Fox* all carried the news, which ended up, went World Wide. United Airlines admitted that employees did come forward and present the story."

"One pilot pulling back in a United Jet took a picture with his cell phone. United Airlines in conformance with FAA, clamped down even though many passengers saw the event. An eight-minute video on YouTube of one news media can be seen. The video on CLTV Oak Brook mentions people around the world know there appears to be a universal worldwide cover-up with the common man."

"*The Chicago Tribune'* commentator was Jon Hilkevitch, Transportation Writer.

- Note 1: One interesting fact, was the hole caused by the craft lifting up through the clouds, took many minutes to close back to the normal cloud formation, mentioning this is not typical of normal planes passing through clouds." [mcccxliii]

Anoka County-Blaine Airport (ANE), Minneapolis, Minnesota, USA: In 2010, a "flying egg" that was observed by pilots during a training flight near the Anoka County-Blaine Airport (ANE), outside of Minneapolis, Minnesota. The pilots noted that "other aircraft were on the frequency, but no other aircraft were in our area," despite the sudden appearance of a strange looking, egg-shaped object near them on their approach for runway number nine.

Figure 17 – Photo of egg-shaped UFO over Maryland

"The pilots in question attempted to establish radio contact with the mystery craft, but to no avail, reporting that the pilot of the mystery object, "was heading slightly southeastward. They were pushing us off our final approach to Runway 9. As we corrected to the southeast to avoid this aircraft, I told Tower we had an aircraft out our left window within probably 200 [feet]. He did not have him on a transponder and was able to see him with field glasses out the Tower window visually." mcccxliv

Arizona, USA: This next case is very well written and would suggest you read the entire article by *ABC News'* Anthony McMahon, Rex Sakamoto and Daniel Steinberger.

On February 24, 2018, two pilots on different aircraft reported having close encounters with a mysterious object flying high above Arizona, according to the Federal Aviation Administration. *ABC News'* Anthony McMahon, Rex Sakamoto, and Daniel Steinberger tell us: "The sightings occurred within minutes of each other on the afternoon of Feb. 24, some 40,000 feet above southern Arizona near the New Mexico border. *ABC News* obtained the audio recording of the conversation between the pilots and the Albuquerque Air Route Traffic Control Center, released by the FAA." mcccxlv

The following conversation is a Learjet pilot, American Airlines Pilot, and the Control Tower:

Control Tower: 1095, an Airbus A321. He asks the pilot, "Let me know if you see anything pass over you here in the next 15 miles."

American Airlines A321: "If anything passes over us?"

Control Tower: "Affirmative. We had an aircraft in front of you at 37 [thousand feet] that reported something pass over him, and we didn't have any [radar] targets, so just let me know if you see anything pass over you,"

American Airlines A321: "All right,"

Lear Jet (Cutting In): "I don't know what it was, it wasn't an airplane, but it was -- the path was going in the opposite direction."

> American Airlines A321: "Yeah, something just passed over us, like a -- I don't know what it was. However, it was at least two, three thousand feet above us. Yeah, it passed right over the top of us," the pilot says.

Control Tower: "OK, American 1095, thank you,"

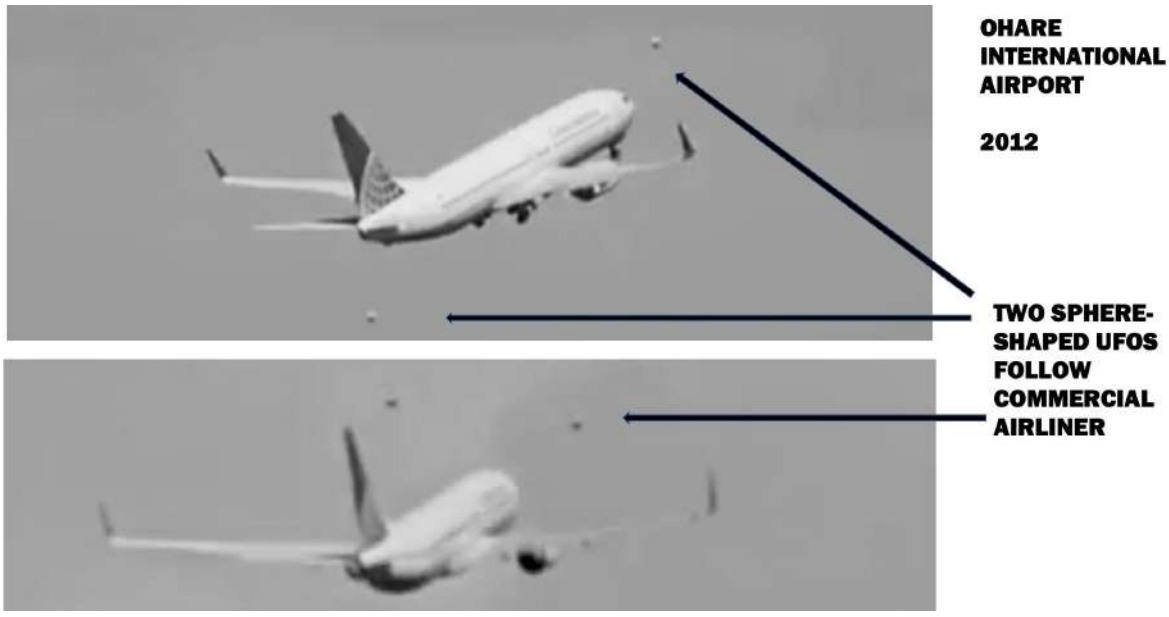
The story continues with “Royal Canadian Navy Lt. Marco Chouinard, a spokesman for the North American Aerospace Defense Command, told *ABC News* in an email Wednesday that NORAD assets were not involved in the February 24 incident.”

“He said the only thing that was different about this was that it was just so bright," a spokesperson said in a phone interview Wednesday. "The glare was so intense; they couldn't make it out. The spokesperson said the captain described the sighting as "rather uneventful," but he notified air traffic control because he was concerned the object could hit other aircraft.” The entire story can be read at abcnews.go.com. mcccxlvi

Phoenix, Arizona, USA: On March 1, 2016, about 9:00 pm at Terminal 4, an airport employee of the Sky Train Station witnessed a UFO in Arizona. Shanna Hogan of the ‘*Phoenix News-Times’* tells us: "The airport employee described the object's movement as it traveled over when he lost sight of the lights. Although he believed that it was otherworldly, he said he was not afraid. mcccxlvii

“I didn’t feel anything but shock as I pondered what had just taken place, this event lasted just about five minutes or so. I felt calm and no sense of danger or apprehension afterward. Just a sense of wonder and amazement that something so huge could travel in the air and not make any noise.”

The entire story can be read at the ‘*Phoenix News-Times*” or MUFON. mcccxlviii



Yugoslavia

Zemun Airport, Yugoslavia: On October 25, 1954 “According to the staff at the Zemun airport a flying object appeared at 6:20 am at a Yugoslavian Airport. The UFOs were egg-shaped and shining, intense orange. They flew at a great speed at an altitude of 8,000 to 10,000 feet." mcccxlix

Chapter 25: Conclusion – We have been Invaded

We covered many facets of UFOs and the extraterrestrials visiting earth. There is no doubt extraterrestrials have been visiting earth for thousands of years.

Our main question is “why they are here?” From all research read, there appears to be several answers depending on the particular species we are discussing.

However, regardless of the type of extraterrestrial species visiting us, they come to “study, examine and monitor the human species."

Since the world’s military and government leaders across the globe keep UFOs and Extraterrestrials a matter of “National Security” we have no alternative than to teach ourselves through evidence, analysis and deductive reasoning.

The Major Theories of why they come to Earth

Researchers around the globe now have several theories on why extraterrestrials visit (invade) our little blue planet. These are in no particular order;

- To understand the “human” species: Just as our scientists like to study archaeology or ancient tribes in remote places in the world. These visitors want to study humankind. Whether they view us as distant cousins or an advanced breed of ape, they are curious about us.

- To consider co-habitation with man: Some researchers believe that one or more species of extraterrestrials are examining whether the earth is a suitable place to establish their community (outpost). We have countless cases of aliens removing samples of dirt, plants, and water from our planet. Why would they do this? Are they here to catalog various plant species in the cosmos? Are they studying the levels of nutrients on this planet? We do not know the

answer to these questions. We only know they take the sample aboard their ships.

- To create hybrid beings (offspring) with a human: Some researchers have suggested the "Grey" species is a dying race and they desire to develop a hybrid. If true, the hybrid would be a blend of humans and their species so they can live on earth or in space. This theory has been around for thirty to forty years.

- To Invade earth: Invasion of our planet has been around since the 1930s. The movie “War of the Worlds” was about an advanced species attempting a takeover of the earth. The aliens in their ships exterminated hordes of people to claim the earth’s resources for themselves. If this were a true scenario, one would think they would have already conquered earth by now. What we see today is, advanced people monitoring everything. Could it be our nuclear weapons in our silos, keep them at bay? I doubt it, they can shut the missiles down!

- To subdue man’s inherent harmful nature: Another group of researchers believes, extraterrestrials have determined humans to be a hostile species. As such they intend to subjugate earthlings by crossing human and alien DNA. Most people think this is a distinct possibility as we have no central leader as a planet and we are in constant war with each other. Perhaps they fear us – taking our nuclear weapons to their worlds ending their civilization someday.

The truth is we do not know all the facts. The Dr. Fontes letter (Chapter 1) and the acknowledgment of government leaders (Chapter

2) shows we, the citizens are clueless about the details of the situation. We know one thing:

“They Exist, They Visit, and it's not one species – but many.”

What we have learned

The following is a summary of the facts that lead us to some conclusions about flying saucers.

UFOs are flying crafts from other Worlds

We have the evidence of their reality: The evidence today is comprised of:

1) radar records;
2) eyewitness testimonials;
3) deathbed confessions; and
4) photographic, motion picture/video film records.

This evidence is now available to civilians, scientists, and government agencies around the world. The most compelling evidence to date has been those cases documented at civilian airports, military bases and nuclear and atomic storage sites.

UFOs / UAPs travel through global Air Space

They travel where they want, when they want: Regardless of government protocols and procedures, these visitors in their advanced craft routinely violate restricted airspace around the world. The most significant concern we face as world citizens is the potential for midair collisions between these visitor spacecraft(s) and our civilian or military airplanes.

UFOs / UAPs appear in all shapes and sizes

One size does not fit all: It is evident these ships display themselves in all shapes and sizes. To that end, the smaller vessels have been deploying from, the more massive ships (e.g., "Motherships"). This method of using smaller reconnaissance craft from larger vessels is very similar to how jets launch from modern aircraft carriers.

UFOs are attracted to sensitive military installations

They violate restricted areas: UFOs violate restricted airspace worldwide. This is reported in in Russia, China, England, Japan, France, and Belgium. These flying objects conduct surveillance of our capabilities over AEC plants, atomic weapons storage areas, power plants, uranium mines and missile sites. One would assume the visitors appear to be monitoring what humans are doing with advanced explosive materials and devices.

UFOs affect the electrical systems in our planes, cars and other human made devices

Their propulsion can damage motors: The very fact these flying objects can impact human-made navigational systems, engine performance can be a threat to humans in airplanes or fast-moving cars. Catastrophic failures in our modes of transportation could injure or even kill human beings. Evidence exists human has already been hurt during near miss events while on passenger planes.

UFOs / UAPs have shut down the launch capabilities at U.S. and Russian Nuclear Weapon Launch Missile sites.

They want to prevent Nuclear War: Military men at U.S. and Russian Missile bases have confirmed UFOs shut down nuclear silos in the 1960's and 1970's. We do not have the reason for doing so; however, deductive reasoning would suggest that these visitors are concerned "man is being told not to use such weapons" or that they "fear the use of our weapons."

Scientists confirm UFOs / UAPs are not manufactured on this planet

UFOs are built off World: It has established by several government leaders around the world that the materials used in the construction of these flying objects do not appear in our periodic tables. This conclusion came from scientific studies at labs from the early 1950's and 1960's. It suggests humans could not have built the flying craft we are discussing in this book.

Astronomers have seen UFOs / UAPs and admit it

Astronomers know UFOs exist: In the 1950's it was scandalous for an Astronomer to say he saw a UFO. Today (2018) have a growing

roster of well-respected Astronomers that have come forward to share their experiences that flying saucers exist.

UFOs when confronted display flight characteristics similar to cat and mouse games

They will defend themselves: As far back as the 1940's the mission of these visitors appeared to be one of observance and non-hostile engagement. However, after the U.S. and other world leaders approved shoot down orders in 1952, we learned extraterrestrials would reciprocate if we fired on their craft and crew. After years of air battles and the loss of human pilots and planes, we can only assume the strategy changed from "shoot down" orders to that of "chase and escort them out of the area.".

Extraterrestrials (Alien visitors) usually avoid face to face contact

Face to Face interaction between aliens and humans can happen but it is rare. There are reported cases in the U.S., Russia, France, England, Norway and other countries wherein extraterrestrials beings have attempted to communicate with men, women, and children. When you read these stories, some appear to be friendly encounters while others seem to have hostile consequences.

Our governments are obligated to educate humanity, which species are helpful and which ones are hostile?

Should not the governments around the world or the United Nations put out a joint pamphlet on what Aliens we should fear or great? Think about it, if extraterrestrials have been studying us, they know more about us than we know about them and they fear our reaction to them because of our nature fearful response to their presence.

No human-made craft can match the aerial dynamics (in speed or design) of Extraterrestrial spacecraft

They are more technologically advanced: The propulsion plants of alien craft are beyond man's technology (sciences). They showed up before the year 1901. If they had this technology then, this fact suggests these ships are built by a different human type species from some place in the Galaxy!

UFOs / UAPs that "glow in the night" is a design characteristic that defies U.S. or foreign military strategic initiatives

The many UFOs designs are odd to us: It was not until man began testing the aerodyne designs of this shape in wind tunnels at Langley Air Force Base (VA) in the 1960's that NASA aeronautical designers confirmed the disc shape made logical sense.

Though there have been reported early disc designs by the French, German and Italian designers in the 1940s and 1950, none of these discs flew with anti-gravitic engine propulsion. Again, this proves the point the early ship designs were not thought up by man but by advanced beings from another solar system.

Furthermore, the fact the objects glow at night would not be something one country spying on another would want. Stealth requires surprise. A glowing space craft says "hello – look at me!"

The Fact that the U.S. military had two separate reporting channels for UFO / UAP cases reveal some of these cases were "Top Secret"

UFO Reporting Centers: When researchers first got their hands on the Project Blue Book files, it was assumed to be the only official reporting channel for UFO encounters. The American people believed this to be the case. – Wrong!

A secret reporting channel was revealed after reading a 1969 memo referred to as the General C.H. Bolender memo. This memo states certain cases will remain classified for scientific studies. This fact proves beyond any shadow of doubt, that Americans are not in the loop on the UFO reality.

The U.S. Navy continued to studying UFO activity after the U.S. Air Force shut down their program in 1969.

It was revealed in 2019, that a division within U.S. Naval Intelligence continued to monitor all UFO activity. The information contains reports on aerial and sea engagement with extraterrestrial vehicles as well as video, film and photographic evidence.

Several Other Things we learned about UFOs

- UFOs do not always show up on Radar. – Most of the time they do.
- UFO occupants are not always friendly. – Some of them are friendly. Don't forget some use "stun guns".
- UFOs are fast and can exceed 10,000 miles per hour or more
- They inspect our military bases and nuclear weapons stockpiles. – We think for radiation levels and amount of destructive capability.
- They inspect our children and the schools they attend.
- The UFO's propulsion system affects the engines of automobiles, trucks, motorcycles, and airplanes.
- They can travel faster than any submarine underwater.
- Some species wear protective suits with helmets – most likely because they cannot breathe our atmosphere.

What you need to do about UFOs

As I mentioned, it took me a couple of years to wrap my head around this phenomenon. I went into a denial phase at first, thinking my worldview could not account for this reality. However, once I was able to understand the subject, I could finally incorporate this into my thoughts. Now I believe it is essential to pass this information to others.

I am concerned people (adults and children) are not prepared for what may come, that is increased visitation around the world. Military officers from all branches in many countries are now coming forward to share their experiences.

Get educated on the Phenomenon.

I would suggest, if you have not done so already, watch Dr. Steven Greer's "Disclosure Project" (videos on YouTube). I would also recommend watching portions of the Steven Bassett's "Citizen Hearing" videos on YouTube. You will find yourself getting up to speed on the global cover-up and what we know.

Teach your children about the subject matter

I am an advocate of educating our children on the matter. Some parents may be scared of opening up. However, several countries in the world have begun to educate children in the school setting. The sooner we teach children that this is real and to be wary of it, the better they will be prepped psychologically. I would hate the see children go through what I did – “shut down for two years” trying to figure out how this phenomenon fits into God’s plan. If anything, this book has taught us is:

“At least we can teach the children
to run towards the school
should an alien craft land in a school yard!”

Be open to others about your experiences.

In the 1940’sand 1950’s people were shamed to silence when coming forward on their sightings. This is no longer the case, as military officers, astronomers and pilots are talking about their encounters in the News.

We need to be bold in front of our friends. If they attempt to laugh – shut them down with logic, that is;

> “You should not make a judgment until you read the facts from scientists and officers now coming forward revealing the truth!”

We all need to be armed with information and remain bold and resilient. Finally, we need to pity those that laugh at our information as they are ignorant of the facts. They assume they know – but they know nothing about it, in fact, they are "clueless."

Report your sighting to a national reporting organization in your country

If you see a UFO, document all the facts (time, place, color, height, description) and report it to the UFO reporting authority in your country. In the United States, the two major reporting groups are MUFON and NUFORC.

In closing, we need to be brave; we will not cower, we will move into a new paradigm shift with this new reality.

We will prepare the next generation with our knowledge on the matter, listen to the former military officers, police officers and scientists who have dealt with the issue first hand. We will then share this to prepare people for what comes next - “Global Extraterrestrial Contact”.

The End

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John, a former skeptic of UFOs, became a firm believer after witnessing multiple UFOs in Connecticut from 2011 to 2013. He then became a researcher, and historian on the worldwide phenomenon.

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As John puts it, his mission in his books is simple: "To get the truth of this phenomenon into the hands of the people of the world".

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